



Special Public Session of September 22, 2022

**Santa Cruz Port Commission
MINUTES**

Commission Members Present via teleconference:

Reed Geisreiter	Chair
Darren Gertler	Vice-chair
Stephen Reed	Commissioner
Dennis Smith	Commissioner
Toby Goddard	Commissioner

SPECIAL PUBLIC SESSION – 5:00 PM

Chair Geisreiter brought the special public session to order at 5:00 PM via teleconference.

1. Oral Communication

Chair Geisreiter stated that he has been in communication with Congressman Panetta's Office regarding the delay in issuance of the District's new, 10-year dredge permit from the U.S. Army Corps of Engineers.

2. Approval of 22-21 – Reauthorizing Virtual Public Meetings in Accordance with Assembly Bill 361
(There was no discussion on this agenda item)

MOTION: Motion made by Commissioner Reed, seconded by Vice-chair Gertler to approve resolution 22-21.
- *Motion carried unanimously.*

Chair Geisreiter adjourned the special public session at approximately 5:04 pm.

Reed Geisreiter, Chair



Special Closed and Regular Public Session of September 27, 2022

**Santa Cruz Port Commission
MINUTES**

Commission Members Present:

Reed Geisreiter	Chair
Darren Gertler	Vice-chair
Dennis Smith	Commissioner (<i>via Zoom</i>)
Stephen Reed	Commissioner (<i>via Zoom</i>)
Toby Goddard	Commissioner

SPECIAL PUBLIC SESSION – 5:30 PM

Chair Geisreiter convened the special public session at 5:30 PM at the Harbor Public Meeting Room, 365 A Lake Avenue, Santa Cruz CA (hybrid meeting platform).

1. Oral Communication
2. Announcement of Closed Session Pursuant to Government Code (Ralph M. Brown Act) Section 54956.8.

At 5:30 PM, Chair Geisreiter announced that the Commission will meet in closed session to discuss agenda items 3 and 4.

SPECIAL CLOSED SESSION

3. Conference with Real Property Negotiators
Property: 790 Mariner Park Way (Chardonay Sailing Charters, LLC)
Agency Designated Representative: H. MacLaurie
Under Negotiation: Lease
4. Conference with Real Property Negotiators
Property: 616 Atlantic Avenue
Agency Designated Representative: H. MacLaurie
Under Negotiation: Lease

SPECIAL PUBLIC SESSION

5. Action and Vote Disclosure after Closed Session Pursuant to Government Code (Ralph M. Brown Act) Section 54957.1

Chair Geisreiter announced that the Commission took no reportable action in closed session on items 3 and 4.

Chair Geisreiter adjourned the special open session following the closed meeting at 6:50 PM.

REGULAR PUBLIC SESSION – 7:00 PM

Chair Geisreiter convened the regular public session at 7:00 PM at the Harbor Public Meeting Room, 365 A Lake Avenue, Santa Cruz CA (hybrid meeting platform).

6. Pledge of Allegiance
7. Oral Communication

Chair Geisreiter announced that the Commission took no reportable action in closed session on items 3 and 4.

Commission Goddard announced that he recently provided notification to the California Marine Affairs and Navigation Conference (CMANC) Board of Directors of his intention to step down from his position as CMANC Treasurer.

CONSENT AGENDA

8. Approval of Minutes
 - a) Special Closed and Regular Public Meeting of August 23, 2022
9. Approval of Resolution 22-22 – Reauthorizing Virtual Public Meetings in Accordance with Assembly Bill 361
10. Approval of Resolution 22-23 – Accepting 2022-23 SAVE Grant from the State of California Division of Boating and Waterways (\$20,400)
11. Approval of Month-to-Month Rental Agreement for 333 Lake Avenue, Suite H (Tenant: Sea Spirit Memorial)

In response to a question posed by Commissioner Goddard, Port Director MacLaurie stated that a correction will be made to the agenda to reflect the correct 2022-23 SAVE Grant funding amount of \$20,400 (not \$30,500).

MOTION: Motion made by Commissioner Goddard, seconded by Vice-chair Gertler to approve consent agenda items 8 through 11.

- *Motion carried unanimously by roll call.*
 - *Gertler: YES*
 - *Smith: YES*
 - *Reed: YES*
 - *Goddard: YES*
 - *Geisreiter: YES*

REGULAR AGENDA

12. Presentation by Tracey Weiss – O’Neill Sea Odyssey Program

Discussion: Executive Director of O’Neill Sea Odyssey (OSO), Tracey Weiss, provided an overview of the OSO Program, which resumed in-person classes on the Team O’Neill catamaran on March 30, 2022.

The Commission expressed appreciation for the OSO Program’s mission to provide marine educational opportunities in the harbor.

13. Acceptance of Final FY22 Audited Financial Statement

Discussion: Port Director MacLaurie presented the final FY22 audited financial statement, noting there were no proposed changes during the Commission’s review of the draft audit in August.

Port Director MacLaurie reported that the District’s debt service ratio, based on FY22 audit results, will be presented as an information item at next month’s meeting.

Commissioner Goddard thanked staff for their efforts with the audit.

MOTION: Motion made by Commissioner Goddard, seconded by Commission Reed to accept the FY22 audited financial statement.

- *Motion carried unanimously by roll call.*

- *Gertler: YES*
- *Smith: YES*
- *Reed: YES*
- *Goddard: YES*
- *Geisreiter: YES*

14. Approval of Design Services for Replacement and Relocation of Tsunami-Damaged North Harbor Transformers (NTE \$207,200)

Discussion: Port Director MacLaurie stated that as a result of the January 15, 2022, tsunami, 6 power transformers in the north harbor were significantly damaged and are in need of immediate replacement. She stated that TranSystems has been retained to develop a comprehensive proposal for design, engineering, cost estimating, and construction support services for this project, in an amount not to exceed \$207,200.

A discussion ensued regarding available funding sources for this unanticipated project. There was consensus among the Commission to utilize unreserved cash.

In response to a question posed by Commissioner Goddard, Port Director MacLaurie stated that all tsunami-related recovery expenses and projects are being recorded and tracked within the Capital Improvement Program (CIP).

In response to a question posed by Commissioner Goddard, Facilities Maintenance & Engineering (FME) Manager Wulf stated that this project will not likely require PG&E review and approval, as electrical services are not proposed to change (no load increases anticipated).

Commissioner Goddard stated that it will be beneficial for the topographic survey maps of the north harbor to include the anticipated elevation gain of each transformer.

- MOTION: Motion made by Commissioner Goddard, seconded by Vice-chair Gertler to
- Authorize the Port Director to execute an agreement with TranSystems for design, engineering, cost estimating, and construction support services for the replacement and relocation of tsunami-damaged north harbor transformers (NTE \$207,200).
 - Approve funding allocation from unreserved cash.
- *Motion carried unanimously by roll call.*
- *Gertler: YES*
 - *Smith: YES*
 - *Reed: YES*
 - *Goddard: YES*
 - *Geisreiter: YES*

15. Approval of Cash / Payroll Disbursements – August 2022

Discussion: In response to a question posed by Commissioner Goddard, staff provided additional information on the following warrants:

- Warrant # 57014 – Conte's Generator Service Standby Generator Repair & Testing (standby generators used for maintenance building and *Twin Lakes*)
- Warrant # 57149 – American Trash Management Refuse & Recycling Study (final proposal anticipated in 1-2 weeks)

- MOTION: Motion made by Commissioner Smith, seconded by Commissioner Goddard to approve cash and payroll disbursements for August 2022, in the amount of \$1,022,906.70.
- *Motion carried unanimously by roll call.*
- *Gertler: YES*
 - *Smith: YES*
 - *Reed: YES*
 - *Goddard: YES*
 - *Geisreiter: YES*

INFORMATION

16. Port Director's Report

Murray Street Bridge Seismic Retrofit Project

Port Director MacLaurie stated that staff's meeting with the City, which was originally scheduled for September 26, 2022, has been rescheduled to November 4, 2022.

Dredge Permit Update

Port Director MacLaurie stated that despite prior assurances from the Corps that issuance of the new, 10-year dredge permit would occur prior to October 1, 2022, there continue to be delays. She stated that the Corps anticipates completing the required consultations within the next several weeks, with permit issuance following.

City of Santa Cruz – Coastal Rail Trail Project (Segments 8 and 9)

In response to a question posed by Commissioner Smith, Port Director MacLaurie stated that the Commission may elect to schedule an Ad-Hoc Committee meeting to review the City's recently released Draft Environmental Impact Report (DEIR) for the Coastal Rail Trail Project (Segments 8 and 9) and develop written comments for submission during the public review period, which ends on November 4, 2022. There was consensus among the Commission to schedule an Ad-Hoc Committee meeting in the coming weeks. Chair Geisreiter designated Commissioner Goddard and Commissioner Reed as committee members.

Commissioner Goddard stated that he joined staff in hosting the California Special District's Association (CSDA) Capitol Staff Tour on September 13, 2022, and that it was a successful event.

17. Harbormaster's Report

Harbormaster Anderson stated that fourteen surrendered vessels are scheduled for demolition at the boatyard tomorrow, September 28, 2022, through the Surrendered and Abandoned Vessel Exchange (SAVE) Grant Program. He stated that this disposal will utilize the final portion of the District's \$30,500 SAVE '20 Grant.

Harbormaster Anderson stated that staff anticipates an increase in launching, visitor berthing, and fuel sales in response to the bluefin tuna showing up along the central coast.

18. Facilities Maintenance & Engineering Manager's Report

Facilities Maintenance & Engineering (FME) Manager Wulf stated that crews have been working hard to mobilize dredge equipment in preparation of the upcoming season.

FME Manager Wulf stated that crews plan to move *Twin Lakes* from her off-season mooring in the north harbor to the entrance channel during the low tide in early November.

19. Financial Reports (*There was no discussion on this agenda item*)
 - a) Comparative Seasonal Revenue Graphs
20. Delinquent Account Reporting (*There was no discussion on this agenda item*)
21. Harbor Patrol Incident Response Report – August 2022 (*There was no discussion on this agenda item*)
22. Written Correspondence (*There was no discussion on this agenda item*)
 - a) Email from K. Davenport to Port Commission
23. Port Commission Review Calendar / Follow-Up Items (*There was no discussion on this agenda item*)

Chair Geisreiter adjourned the regular public session at 7:52 PM.

Reed Geisreiter, Chair



TO: Port Commission

FROM: Holland MacLaurie, Port Director

DATE: October 19, 2022

SUBJECT: Approval of Resolution 22-24 – Reauthorizing Virtual Public Meetings in Accordance with Assembly Bill 361

Recommendation: Approve Resolution 22-24.

BACKGROUND

As a result of the continuing impacts of the COVID-19 pandemic, the Santa Cruz Port Commission approved Resolution 22-12 (Attachment B), allowing the legislative body of the Port District to conduct teleconference meetings in accordance with modified rules authorized under Assembly Bill 361 (AB 361).

ANALYSIS

Pursuant to AB 361, once the initial resolution is adopted, a local agency may meet virtually for a maximum period of 30 days. Prior to expiration of the 30 day period, the local agency must renew its resolution in order to continue meeting virtually under the modified rules.

Resolution 22-24 is presented for approval to continue meeting virtually under the modified rules provided for in AB 361.

IMPACT ON PORT DISTRICT RESOURCES

There are no impacts associated with approval of this resolution.

ATTACHMENTS: A. Resolution 22-24 – Reauthorizing Virtual Public Meetings in Accordance with Assembly Bill 361

B. Resolution 22-12 – Authorizing the Santa Cruz Port Commission to Conduct Teleconference Meetings in Accordance with Assembly Bill 361 as a Result of the Continuing COVID-19 Pandemic State of Emergency

Santa Cruz Port District
Resolution 22-24
October 25, 2022

On the motion of _____

Duly seconded by _____

A resolution reauthorizing the Santa Cruz Port Commission to conduct teleconference meetings in accordance with Assembly Bill 361 as a result of the continuing COVID-19 pandemic state of emergency.

WHEREAS, all meetings of the Santa Cruz Port Commission are open and public, as required by the Ralph M. Brown Act (California Government Code Section 54950 – 54963), to ensure that any member of the public may attend, participate, and watch the District’s legislative body conduct business; and,

WHEREAS, on September 16, 2021, Governor Newsom signed into law Assembly Bill 361 (AB 361), which amended Government Code Section 54953 to permit legislative bodies subject to the Brown Act the ability to meet under modified teleconferencing rules if they comply with specific requirements set forth in the statute; and,

WHEREAS, under AB 361, a local agency may teleconference under the modified rules if the legislative body holds a meeting during a proclaimed state of emergency and state or local officials have imposed or recommended measures to promote social distancing; and

WHEREAS, on June 7, 2022, the Santa Cruz Port Commission held an initial teleconference meeting under AB 361 and adopted Resolution 22-12, finding that the requisite conditions exist for the Santa Cruz Port Commission to conduct remote teleconference meetings under modified rules.

WHEREAS, after its initial AB 361 teleconference meeting, a legislative body can continue to hold such teleconference meetings if the legislative body has reconsidered the circumstances of the state of emergency and determined that the state of emergency continues to directly impact the ability of the members to meet safely in person and that local officials continue to recommend measures to promote social distancing; and,

WHEREAS, the Santa Cruz Port Commission has reconsidered the circumstances of the current state of emergency and find that the COVID-19 pandemic continues to directly impact the ability of the Commission to meet safely in person and further finds that the Santa Cruz County Public Health Officer continues to recommend measures to promote social distancing; and,

WHEREAS, in the interest of public health and safety, due to the emergency caused by the spread of COVID-19, the Santa Cruz Port Commission deems it necessary to continue utilizing the modified teleconferencing rules set forth in AB 361 and authorizes remote meetings as set forth in the Resolution.

NOW, THEREFORE, the Santa Cruz Port Commission hereby RESOLVES, and ORDERS as follows:

Section 1. Recitals. The Recitals set forth above are true and correct and incorporated into this resolution by reference.

Section 2. Acknowledgment of Governor’s Proclamation of a State of Emergency. The Board hereby acknowledges that the Governor of the State of California’s Proclamation of State of Emergency, as related to the COVID-19 pandemic, remains in effect.

Section 3. Remote Teleconference Meetings. The Port Director is authorized and directed to carry out the intent and purpose of this Resolution, including conducting open and public meetings in accordance with the modified teleconferencing rules as set forth in Government Code Section 54953(e) and other applicable provisions of the Brown Act.

Section 4. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of (1) thirty days from adoption of this Resolution, or (2) such time the Board of Directors adopts a subsequent resolution in accordance with Government Code Section 54953(e)(3) to extend the time during which the Santa Cruz Port Commission may continue to teleconference without compliance with paragraph 3 of subdivision (b) of Section 54953.

PASSED AND ADOPTED, by the Santa Cruz Port District Commission this 25th day of October 2022, by the following vote:

AYES: _____

NOES: _____

ABSENT: _____

APPROVED BY:

Reed Geisreiter, Chair
Santa Cruz Port District Commission

Santa Cruz Port District
Resolution 22-12
June 7, 2022

On the motion of Commissioner Goddard

Duly seconded by Commissioner Gertler

A resolution authorizing the Santa Cruz Port Commission to conduct teleconference meetings in accordance with Assembly Bill 361 as a result of the continuing COVID-19 pandemic state of emergency.

WHEREAS, all meetings of the Santa Cruz Port Commission are open and public, as required by the Ralph M. Brown Act (California Government Code Section 54950 – 54963), to ensure that any member of the public may attend, participate, and watch the District's legislative body conduct business; and,

WHEREAS, on September 16, 2021, Governor Newsom signed into law Assembly Bill 361 (AB 361), which amended Government Code Section 54953 to permit legislative bodies subject to the Brown Act the ability to meet under modified teleconferencing rules if they comply with specific requirements set forth in the statute; and,

WHEREAS, under AB 361, a local agency may teleconference under the modified rules if the legislative body holds a meeting during a proclaimed state of emergency and state or local officials have imposed or recommended measures to promote social distancing; and

WHEREAS, on March 4, 2020, in response to the COVID-19 pandemic, Governor Newsom issued a Proclamation of State of Emergency pursuant to California Government Code section 8550 et seq., which remains in effect; and,

WHEREAS, on September 30, 2021, the Santa Cruz County Public Health Officer, Dr. Gail Newel, strongly recommended that legislative bodies in Santa Cruz County engage in physical / social distancing by meeting via teleconference as allowed by AB 361; and,

WHEREAS, after its initial AB 361 teleconference meeting, a legislative body can continue to hold such teleconference meetings if the legislative body has reconsidered the circumstances of the state of emergency and determined that the state of emergency continues to directly impact the ability of the members to meet safely in person and that local officials continue to recommend measures to promote social distancing; and,

WHEREAS, the Port Commission finds that there is a continuing threat of COVID-19 to the community and requiring all members of the legislative body to appear in-person at meetings presents greater risk to the health and safety of the meeting participants resulting from reduced social distancing, increased exposure for those who are immunocompromised or unvaccinated, and challenges associated with fully ascertaining and ensuring compliance with vaccination, face coverings, and other safety measures at such public meetings; and

WHEREAS, in the interest of public health and safety, due to the emergency caused by the spread of COVID-19, the Santa Cruz Port Commission deems it necessary to utilize the modified teleconferencing rules set forth in AB 361.

NOW, THEREFORE, the Santa Cruz Port Commission hereby RESOLVES, and ORDERS as follows:

Section 1. Recitals. The Recitals set forth above are true and correct and incorporated into this resolution by reference.

Section 2. Acknowledgement of Governor's Proclamation of a State of Emergency. The Board hereby acknowledges that the Governor of the State of California's Proclamation of State of Emergency, as related to the COVID-19 pandemic, remains in effect.

Section 3. Remote Teleconference Meetings. The Port Director is authorized and directed to carry out the intent and purpose of this Resolution, including conducting open and public meetings in accordance with the modified teleconferencing rules as set forth in Government Code Section 54953(e) and other applicable provisions of the Brown Act.

Section 4. Effective Date of Resolution. This Resolution shall take effect immediately upon its adoption and shall be effective until the earlier of (1) thirty days from adoption of this Resolution, or (2) such time the Board of Directors adopts a subsequent resolution in accordance with Government Code Section 54953(e)(3) to extend the time during which the Santa Cruz Port Commission may continue to teleconference without compliance with paragraph 3 of subdivision (b) of Section 54953.


PASSED AND ADOPTED, by the Santa Cruz Port District Commission this 7th day of June, by the following vote:

AYES: Geisreiter, Gertler, Reed, Goddard

NOES: n/a

ABSENT: Smith

Approved by:



Reed Geisreiter, Chairman
Santa Cruz Port District Commission



TO: Port Commission

FROM: Renee Ghisletta, Administrative Assistant

DATE: October 18, 2022

SUBJECT: Approval of Sublease Agreement from O'Neill Sea Odyssey – 2222 E. Cliff Drive, Suite 234 (Tenant: Monterey Bay National Marine Sanctuary Foundation)

Recommendation: Approve O'Neill Sea Odyssey sublease agreement.

BACKGROUND

Monterey Bay National Marine Sanctuary Foundation (MBNMSF) currently subleases office space from Clean Oceans International (COI) at 345 Lake Avenue, Suite F, and is requesting to vacate that space and sublease office space from O'Neill Sea Odyssey at 2222 East Cliff Drive, Suite 234.

ANALYSIS

The terms of the sublease agreement are below:

Tenant: Monterey Bay National Marine Sanctuary Foundation
Term: November 1, 2022 – October 31, 2022
Rent: \$1,192.32 / month (\$2.76 / SF)
Area: 2222 E. Cliff Drive, Suite 234 (432 SF)
Use: Office Space
Insurance: \$1 million, with Santa Cruz Port District named as additional insured

IMPACT ON PORT DISTRICT RESOURCES

Based on provisions of the amended and restated lease agreement, "additional rent" is not due to the District in connection with subletting in excess of the rent on a per square foot basis. There is no impact on Port District resources associated with the sublease.

ATTACHMENTS: A. O'Neill Sea Odyssey Sublease Agreement
B. Premise Map

LEASE AGREEMENT O'NEILL SEA ODYSSEY BUILDING

THIS LEASE AGREEMENT (the "Lease) is entered into this **1st day of November, 2022**, in the County of Santa Cruz, State of California, by and between O'Neill Sea Odyssey, a California nonprofit corporation ("Landlord") and **Monterey Bay National Marine Sanctuary Foundation** ("Tenant"). For and in consideration of the rents and covenants set forth below, Landlord hereby leases and Tenant takes the Premises described below on the following terms and conditions, including any exhibits and addenda which are attached.

1. BASIC LEASE PROVISIONS. The following basic lease provisions are part of this Lease, but are qualified and subject to further definition and clarification in the paragraphs which follow.

1.1. Tenant: Monterey Bay National Marine Sanctuary Foundation

1.2. Premises: 2222 East Cliff Drive, Suite 234, Santa Cruz, California.

1.3. Dimensions: The Premises comprise approximately 432 square feet.

1.4. Use of Premises: Business office.

1.5. Lease Term: Twelve (12) month term, to commence **November 1, 2022**, with an option to renew lease, with an increase commensurate with the San Jose-Oakland Consumer Price Index.

1.6. Base Rent: \$1,192.32 per month.

1.7. Late charges: 6% of unpaid amount, 6 days after due date.

1.8. Security deposit: remains at \$ 1,788.00.

1.9. Common Area maintenance charges, insurance and taxes: payable monthly as additional rent.

1.10. Anticipated commencement date: **November 1, 2022**.

2. PREMISES. Landlord hereby leases, demises, and rents to Tenant, and Tenant hereby leases and takes from Landlord, the interior space only, as described in Section 1.2 above. The Premises shall have dimensions measuring from the center of any partition wall and to the outside of any exterior wall for a total approximate area as set forth in Section 1.3.

The Premises are a part of a multi-tenant office building (the "Building"), commonly known as

O'Neill Sea Odyssey Building, 2222 East Cliff Drive, Santa Cruz, California. Use and occupancy by Tenant of the Premises shall include the use in common with others of the Common Areas and facilities. Landlord does not warrant, represent or agree that the building or the Common Area will remain exactly as constructed or as presently existing.

3. **MASTER LEASE.** Landlord's interest in the Premises is Lessee under a Master Lease Agreement with the Santa Cruz Port District, a political subdivision, pursuant to a Master Lease Agreement (the "Master Lease"). This lease is subject to all terms and conditions of the Master Lease. In the event any conflict arises between any terms and conditions of this Lease and the Master Lease, the terms and conditions of the Master Lease shall prevail. Tenant acknowledges having previously received a copy of the Master Lease.

4. **LEASE TERM.** Unless sooner terminated as provided in this Lease, the term of this Lease shall be for a period of twelve (12) months. The Lease shall commence **November 1, 2022** when Landlord delivers possession of the Premises to Tenant which Landlord anticipates will be on or about **November 1, 2022**. If tenant is in compliance with all terms and conditions of this lease and wishes to extend the expiration of this lease, Tenant shall give landlord a letter (within 120 days from the end of the original expiration date of the lease and within 120 days from the end of the option period) stating that Tenant wishes to extend the lease for an additional twelve-month term under the same terms and conditions. The Base Rent will be adjusted on the renewal date and each renewal date to reflect any increases in the cost of living in accordance with the Index using as the base month published closest to the 120-day option period notification date. Should Tenant hold over and continue in possession after expiration of the term of this Lease or any extension thereof, Tenant's continued occupation shall be considered a month-to-month tenancy subject to all the terms and conditions of this lease.

5. **DELAY AND DELIVERY OF POSSESSION.** If Landlord is unable to deliver possession of all or part of the Premises to Tenant on the date originally anticipated as a result of circumstances beyond Landlord's control, no rent shall accrue or become due under this Lease for the portion not delivered until actual physical possession is delivered and tendered to Tenant. Should Landlord be unable to deliver possession of all of the Premises to Tenant within 180 days after the anticipated Commencement Date specified in Paragraph 1.10 above, Tenant may terminate this Lease by giving Landlord written notice of Tenant's election to do so, and in such event this Lease shall become null and void, and Landlord shall forthwith refund to Tenant any consideration given to Landlord pursuant to execution of this Lease.

6. **ACCEPTANCE OF PREMISES.** After Landlord delivers possession of the Premises to Tenant and Tenant takes occupancy of the Premises, Tenant shall have no legal or equitable remedy based upon a claim that Landlord failed to deliver possession in accordance with the terms of this Lease or based on a claim that the size, location, lay-out, dimensions, or construction of the Building, or service areas, sidewalks, and adjacent parking were not completed or furnished in accordance with the terms of this Lease.

7. **BASE RENT.** Tenant shall pay the Landlord for the use and occupancy of the Premises Base Rent as set forth in Section 1.6, payable in advance on the first day of each month of the lease term.

8. TAXES, INSURANCE AND COMMON AREA CHARGES. In addition to the Base Rent required under the terms of this Lease, Tenant shall pay to Landlord as additional rent, without deduction, set off or abatement, the following additional charges, the nonpayment of which shall be subject to all provisions of this Lease and of law as to default in the payment of rent:

a. Tenant's proportionate share of all direct costs and expenses of every kind and nature paid or incurred by Landlord in operating and maintaining the Common Areas, including a reasonable fee for managing and administering the common area;

b. Tenant's proportionate share of all real estate taxes, governmental fees, and assessments of every kind and nature levied against or in connection with the land, building, or improvements of which the premises are a part; and,

c. Tenant's proportionate share of the cost of all insurance obtained by Landlord in connection with the Building of which the premises are a part, not otherwise covered under common area expenses, including without limitation, all premiums for fire, extended coverage and public liability.

Tenant's proportionate share of the foregoing charges shall be 26%. Tenant's share of the foregoing charges shall be paid in quarterly installments. On or before each June 30, Landlord shall furnish to Tenant a statement of the actual amount of Tenant's proportionate share of such remaining reconciled expenses for the preceding calendar year. Within 30 days after delivery of such statement, Tenant shall pay to Landlord or Landlord shall remit to Tenant, as the case may be, the difference between the estimated amounts paid by Tenant and the actual amounts of such charges for the preceding calendar year. For purposes of calculating the actual charges for any partial year, the total charges shall be prorated based twelve 30-day months.

9. LATE CHARGES AND DISHONORED CHECKS. If any rent payment otherwise due is not received by Landlord by the sixth (6th) day of the month such payment is due, in addition to the provisions for default in Paragraph 30 below, there shall be added thereto, as additional rent, an amount equal to six per cent (6%) of the amount due. No notice or demand shall be required for said additional rent to become due and payable. In the event that any check or other instrument tendered by Tenant is dishonored, in addition to late charges as specified above, Tenant shall pay an additional fee of \$20.00 to reimburse Landlord for administrative costs incurred in connection with such dishonored instrument.

10. COMMON AREAS. Landlord grants to Tenant and Tenant's patients and invitees the nonexclusive right to use, in common with all others to whom Landlord has or may hereafter grant rights to use the same, the Common Areas located within the Building. The term "Common Areas" as used in this Lease, shall include without limitation the parking areas, roadways, access roads, pedestrian sidewalks, pedestrian malls, hallways, stairs, elevators, common bathrooms, corridors, loading docks, delivery areas, ramps, landscaped areas, retaining walls, and all other areas or improvements which may be provided by Landlord for the common use of the tenants of the Building. The Common Areas shall at all times be subject to the exclusive control and management of Landlord, and Landlord shall have the right from time to time to establish, modify, and enforce reasonable rules and regulations with respect to the Common Areas and all facilities situated thereon. Landlord shall have the right to construct,

maintain and operate lighting facilities on all said areas and improvements; to police the same; from time to time to change the area, level, location and arrangement of parking areas and other facilities herein referred to; to restrict parking by tenants, their officers, agents and employees to employee parking areas; to close all or any portion of said areas or facilities to such extent as may, in the opinion of Landlord's counsel, be necessary to prevent a dedication thereof or the accrual of any rights by any person or the public thereof; to close temporarily all or any portion of the parking areas or facilities; and to do and perform such other and further acts in and to said areas and improvements as, in the use of good business judgment, Landlord shall determine to be advisable with a view to the improvement of the convenience and use thereof by tenants, their officers, agents, employees, and patients. Landlord shall operate, manage, equip, light, repair and maintain said Common Areas owned by Landlord for their intended purposes in such manner as Landlord shall at Landlord's sole discretion determine and Landlord may from time to time change the size, location, nature and use of said Common Areas and may make installations therein and move and remove the same.

11. **USE OF PREMISES.** The Premises shall be used for the sole purpose of operating a business offices, and for such purposes as may be reasonably incidental thereto, and none other. Tenant further agrees:

A. To comply with all requirements of any state or Federal statute, or local ordinance or regulation, applicable to Tenant or its use of the Premises, and to save Landlord harmless from penalties, fines, costs, expenses or damages resulting from failure to do so.

B. To give to Landlord prompt written notice of any accident, fire or damage occurring on, or to, the Premises and the Common Areas of the Building.

C. To make such arrangements as Landlord may reasonably require from time to time for the storage and disposal of all garbage and refuse.

D. To keep the Premises in good condition and repair, and clean, orderly, sanitary, and free from objectionable odors, litter and debris, and from insects, vermin, and other pests.

E. To comply with any and all reasonable rules and regulations of Landlord in connection with the Premises or the Building which are now or hereafter in effect.

F. To install such fire extinguishers and other safety equipment as Landlord may require and to comply with the recommendations of Landlord's insurance carriers and their rate-making bodies.

G. To refrain from doing each and every one of the following:

(1) Using the Premises in any manner which, in Landlord's opinion, is, or may be, harmful to the Building or disturbing to other tenants in the Building;

(2) Using the Premises in any manner which would make void or voidable any policy of fire or extended coverage insurance covering any of the Building buildings, and if by reason of any use by Tenant of the Premises or the keeping by Tenant of any item or material in the Premises, the hazard insurance premiums on policies maintained by Landlord shall be increased

over normal rates for retail stores in the Building, the amount of the increase in the premium shall be paid to Landlord by Tenant on demand;

(3) Causing or permitting any noxious, disturbing or offensive odors, fumes or gases, or any smoke, dust, steam or vapors, or any loud or disturbing noise or vibrations to originate in or be emitted from the Premises;

(4) Committing or suffering to be committed by any person any waste upon the Premises or any nuisance or other act or thing which may disturb the quiet enjoyment of any other tenant in the Building, or which may disturb the quiet enjoyment of any person within five hundred feet of the boundaries of the Building;

12. **UTILITIES.** Tenant shall pay all utility costs incurred in connection with Tenant's occupation and use of the Premises, including, without limitation, water, gas, electricity, sewer, garbage removal, and other utility services, and all utility taxes levied in connection with utilities used on the Premises. Landlord shall not be responsible nor liable in any way whatsoever for the quality, impairment, interruption, or stoppage of utilities, or for interference with or stoppage of any service with or without notice to Tenant. Tenant's proportionate share of all utilities not separately metered shall be same percentage set forth for taxes, insurance, and common area charges.

13. **NO JOINT VENTURE.** It is agreed that nothing contained in this Lease shall be deemed or construed as creating a partnership or joint venture or agency relationship between Landlord and Tenant or between Landlord and any other party, or cause either party to be responsible in any way for the debts or obligations of the other party. Neither the method of computation of any rent nor any other provision contained herein nor any acts of the parties hereto shall be deemed to create any relationship other than the relationship of Landlord or Tenant, and Tenant shall take or suffer no action which might lead a third person to believe otherwise. It is both a fact and it is understood between the parties that Landlord shall not be liable for any debts incurred by Tenant in the conduct of Tenant's business.

14. **MAINTENANCE AND REPAIR.** From and after the time Tenant obtains possession of the Premises, Landlord shall have no obligation to make any repairs, improvements, or alterations whatsoever to the interior of the Premises, except to the extent necessitated by the negligence or misconduct of Landlord. Landlord shall maintain in good and substantial repair during the Lease term, the exterior of the building in which the Premises are located (including the roof and exterior walls, but not glass, plate glass, or doors) and paved parking and other Common Areas, except to the extent that the damage thereto is caused by negligence or misconduct of Tenant, in which event Tenant shall be responsible therefore. As provided above, Tenant shall at Tenant's own cost and expense, keep and maintain all interior portions of the Premises in good order and repair and in as safe and clean a condition as they were when received by Tenant, reasonable use and wear excepted. Said obligations shall include maintenance of exterior entrances, all partitions, doors, door jambs, door closers, door hardware, fixtures, equipment and appurtenances thereof, and plumbing, electrical, lighting, and heating systems which protrude into the Premises and all other portions of the building in which the Premises are situated except as provided in the following paragraph. Tenant shall at Tenant's sole cost and expense repair and replace the glass in any display window on the Premises that

becomes broken, regardless of cause. If Tenant refuses or neglects to repair items properly required under this paragraph as soon as reasonably possible after written demand, Landlord may make such repairs without liability to Tenant for any loss or damage that may accrue to Tenant's merchandise, fixtures, or other property or the Tenant's business by reason thereof, and upon completion thereof, Tenant shall pay Landlord's costs for making such repairs, plus 10% for Landlord's overhead and supervision.

15. ALTERATIONS. Tenant shall not have the right to make any alterations, improvements or additions to the Premises without first obtaining the Landlord's written consent. Tenant shall present to Landlord plans and specifications for such work at the time consent is sought. Tenant shall not cause or permit any lien to be placed on or accrue upon the Premises or any part thereof by reason of anything done or omitted to be done upon said Premises by or with the permission of Tenant. All alterations, additions, improvements, and fixtures, except furniture and trade fixtures, made or placed in or on the Premises by Tenant or any other person shall be the property of Landlord, and upon termination of this Lease shall remain upon and be surrendered with the Premises as a part thereof; or, alternatively, Landlord may, at its option, upon the expiration of the Lease, require that Tenant at Tenant's expense to remove all such alterations, improvements and additions, and to restore the Premises to the condition they were in when originally delivered to Tenant, save ordinary wear and tear. Any floor covering affixed to the floor of the Premises shall be and become the property of Landlord.

16. TENANT IMPROVEMENTS. Landlord shall deliver the Premises to Tenant with all perimeter walls taped and textured, with basic electrical service and lighting fixtures to the minimum standards required by code, and with Landlord's basic floor coverings. Painting, electrical, lighting, or floor covering upgrades, or other tenant improvements or upgrades, shall be completed by Tenant at Tenant's sole cost and expense, subject to the provisions of the preceding Paragraph 16.

17. INSTALLATION AND REMOVAL OF TRADE FIXTURES. Tenant at Tenant's sole cost and expense may install in the Premises such fixtures and equipment not permanently affixed to the realty as Tenant deems advisable, and may remove the same from the Premises at any time during the term of this Lease; provided, however, that no injury shall be done to the structural strength of the building when said fixtures or equipment are removed, and the building shall be restored to substantially its original condition. Any trade fixtures not removed from said Premises by Tenant prior to the expiration or sooner termination of this Lease shall be deemed abandoned by Tenant and shall become the property of Landlord. Landlord shall not be liable for trespass, conversion or negligence by reason of its acts or acts of anyone claiming under it or by reason of the negligence of any person with respect to acquisition and/or disposition of such property.

18. INSPECTION AND ACCESS TO PREMISES. Landlord expressly reserves the following rights: (a) to enter the Premises at reasonable times to examine or to make such repairs, additions or alterations as it may deem necessary for the safety, improvement or preservation thereof, or of the building in which the Premises are located, or of the Building, but Landlord assumes no obligation to make repairs to said Premises or said building or the Building

other than as expressly stated in this Lease; (b) should Tenant fail to exercise, or not be entitled to exercise, the option to renew as provided below, Landlord shall have the right to enter the Premises and display a notice or sign "for rent" at any time within three (3) months prior to the expiration of this Lease, and to maintain the same as placed; (c) during or after the time Tenant should abandon or vacate the Premises or otherwise default hereunder, to enter and decorate, remodel, repair, alter or otherwise prepare the Premises for re-occupancy; and (d) to install upon the roof and exterior walls of the Premises such signs, displays, antenna and other objects or structures as Landlord shall deem necessary or appropriate for the promotion, operation, expansion, maintenance or repair of the Building. The exercise of any reserved right by Landlord shall never be deemed an eviction or disturbance of Tenant's use and possession of the Premises and shall never render Landlord liable in any manner to Tenant or to any other person. Tenant shall permit Landlord and its agents to erect, use, maintain and repair conduits, plumbing, vents, wires and equipment into, under, and through the Premises. All such work and installations shall be done so as not to unnecessarily interfere with Tenant's use of the Premises.

19. **SIGNS.** Except as otherwise set forth in this Lease, Tenant shall have the right, subject to the requirements of the County of Santa Cruz, to provide and install a storefront sign in accordance with the Building sign program. Except as thus provided, Tenant shall not place or suffer to be placed or maintained on any exterior door, roof, wall or window of the Premises any sign, awning or canopy, or advertising matter or other thing of any kind, and will not place or maintain any decoration, lettering or advertising matter on the glass of any window or door of the Premises, without first obtaining Landlord's written approval and consent. Tenant further agrees to maintain such sign, awning, canopy, decoration, lettering, advertising matter or other thing as may be approved in good condition and repair at all times and to remove the same at the end of the Term if requested by Landlord to do so. Upon removal thereof, Tenant agrees to repair any damage to the Premises caused by such installation.

20. DESTRUCTION OF PREMISES.

A. If the Premises shall be partially or totally destroyed by fire or other casualty covered under a full standard extended risk insurance policy so as to become partially or totally untenable, the same shall be repaired or rebuilt as speedily as practical under the circumstances at the expense of Landlord, unless Landlord elects not to repair or rebuild as provided in Subparagraph "B" of this clause; and, during the period required for restoration, a just and proportionate part of Base Rent shall be abated until the Premises are repaired or rebuilt.

B. If the Premises are (i) rendered substantially untenable by reason of such occurrence; or (ii) damaged or destroyed during the last three (3) years of the Term; or (iii) damaged or destroyed as a result of a risk which is not insurable under full standard extended risk insurance; or (iv) if the building of which the Premises are a part is damaged (whether or not the Premises are damaged) to the extent of fifty percent (50%) or more of its then monetary value; or (v) if the other buildings or Common Areas which then comprise the Building are damaged to such an extent that the Building cannot, in the sole judgment of the Landlord, be operated economically as an integral unit, then and in any such events Landlord may at its option terminate this Lease as of the date of the occurrence, by notice in writing to the Tenant. Unless Landlord gives such notice, this Lease will remain in full force and effect and Landlord shall repair such damage at its expense as expeditiously as possible under the circumstances.

C. If Landlord should elect or be obligated to repair or rebuild because of any damage or destruction, Landlord's obligation shall be limited to the basic building and any other work of improvements which may have been originally performed or installed at Landlord's expense. If the cost of performing Landlord's obligation would exceed the actual proceeds of insurance paid or payable to Landlord on account of such casualty, Landlord may at its option terminate this Lease. Tenant shall replace all work and improvements originally installed or performed by Tenant at its expense.

D. If the Premises are rendered substantially untenable by reason of such occurrence, Tenant may at its option terminate this Lease as of the date of the occurrence, by notice in writing to Landlord.

21. CONDEMNATION.

A. If title to all of the Premises is taken for any public or quasi-public use by eminent domain or by private purchase in lieu thereof, or if in Landlord's judgment title to so much of the Premises is so taken that a reasonable amount of reconstruction thereof will not result in the Premises being a practical improvement and reasonably suitable for use for the purpose for which the Premises are leased, then, in either event, this Lease shall terminate on the date that title vests in the condemning authority. This Lease shall not, however, terminate under this provision unless more than ten percent (10%) of the floor area of the Premises is so taken.

B. If this Lease is terminated under this Section, all rent shall be apportioned and adjusted as of the date of termination. Tenant shall have no claim for the value of its leasehold estate or for the value of the unexpired Term of Lease, or for any other matter whether the same be of a direct or consequential nature.

C. If there is a partial taking of the Premises or the Building and this Lease is not thereby terminated under the provisions of this Article, then this Lease shall remain in full force and effect, and the Landlord shall, within a reasonable time thereafter, repair and restore the remaining portion of the Premises to the extent necessary to render the same reasonably suitable for the purposes for which the Premises were leased, and shall repair or reconstruct the remaining portion of the Building to the extent necessary to make the same a complete architectural unit; provided that such work shall not exceed the scope of the work required to be done by Landlord in originally constructing such buildings and the cost thereof shall not exceed the proceeds of the condemnation award paid to Landlord.

D. All compensation awarded or paid upon a total or partial taking of the Premises or the Building shall belong to and be the property of the Landlord without any participation by Tenant. Nothing herein shall be construed to preclude Tenant from prosecuting any claim directly against the condemning authority for loss of business, damage to, and cost of removal of trade fixtures, furniture and other personal property belonging to Tenant; provided, however, that no such claim shall diminish or adversely affect Landlord's award.

E. After any partial taking of the Premises which does not result in a termination of this Lease, Base Rent for the remainder of the Term shall be reduced by the same percentage as the ground floor area of the space taken bears to the ground floor area of the entire Premises prior to such taking.

22. LIABILITY AND INDEMNITY. Landlord shall not be liable to Tenant for any damage arising from unforeseeable acts or negligence of other tenants or occupants of the Building. Tenant shall indemnify, defend, protect and hold Landlord harmless from and against any and all claims, loss, proceedings, damages, causes of action, liability, costs or expense (including attorneys' fees) arising from or in connection with, or caused by (i) any act, omission or negligence of Tenant or any subtenant of Tenant, or their respect contractors, licensees, invitees, agents, servants or employees, wheresoever the same may occur, or (ii) any use of the Premises, or any accident, injury, death or damage to any person or property occurring in, on or about the Premises, or any part thereof, and any service delivery facilities of any other portions of the Building used by Tenant, excluding such claims, loss, proceedings, damages, causes of action, liability, costs or expense (including attorneys' fees) arising from or in connection with, or caused by, Landlord's active negligence or willful misconduct.

23. LIABILITY INSURANCE. Tenant shall, at Tenant's expense, obtain and keep in full force during the term of this Lease or any extensions thereof, a policy of comprehensive general liability insurance including contractual liability coverage, insuring Tenant and Landlord, against any liability arising out of the ownership, use, occupancy, or maintenance of the Premises and all areas appurtenant thereto. Such insurance shall be in the amount of not less than One Million Dollars (\$1,000,000.00) for combined single limit bodily injury and property damage coverage. The limit of any such insurance shall not, however, limit the liability of the Tenant hereunder. Tenant may provide this insurance under a blanket policy, provided that said insurance shall have a Landlord's protective liability endorsement attached thereto. If Tenant shall fail to procure and maintain said insurance, Landlord may, but shall not be required to procure and maintain same, and at the expense of Tenant. Tenant shall deliver to Landlord, prior to right of entry, copies of policies of liability insurance required herein, or certificates evidencing the existence and amounts of such insurance, with loss payable clauses satisfactory to Landlord. No policy shall be cancelable, or subject to reduction of coverage without thirty (30) days' notice to Landlord at the address indicated below. All such policies shall be written as primary policies, not contributing with and not in excess of coverage which Landlord may carry, shall name any lender of Landlord of which Tenant has knowledge as an additional insured, and shall be written by a company or companies rated A+, AAA, or better in "Best's Insurance Guide".

24. WAIVER OF SUBROGATION. Each of the parties hereto waives any and all rights of recovery against the other or against any other tenant or occupant of the subject Premises or against the officers, employees, agents, representatives, patients and business visitors of such other party or of such other tenant or occupant of the subject Premises for loss of or damage to such waiving party or its property or the property of others under its control, arising from any cause insured against under the standard form of fire insurance policy with all permissible extension endorsements covering additional perils or under any other policy of insurance carried by such waiving party in lieu thereof, to the extent such loss or damage is insured against by such policy. Such waiver shall not be binding on either party unless the same is permitted by each party's insurance carrier without the payment of additional premium.

25. ASSIGNMENT AND SUBLETTING. Tenant shall not voluntarily assign or encumber its interest in this Lease or in the Premises, or sublease all or any part of the Premises, or allow any

other person or entity (except Tenant's employees) to occupy or use all or any part of the Premises, without first obtaining Landlord's written consent. If Tenant desires to make such an assignment, encumbrance, sublease or permit another person or entity to occupy or use part or all of the Premises, Tenant shall notify Landlord in writing by certified mail of such intent setting forth in detail all particulars of the proposed transaction, including adequate credit, financial, personal and business information on any person or entity involved in the proposed transaction. After the expiration of thirty (30) days from receipt of all items of information specified above, Tenant shall be entitled to proceed with the proposed assignment, encumbrance, sublease or additional occupancy, unless Landlord in the reasonable exercise of Landlord's judgment disapproves of the proposed assignee, sublessee, or occupant, on one or more of the following grounds:

- A. that the proposed use of the Premises conflicts or is incompatible with existing uses of the Building;
- B. that the proposed assignee, sublessee, or occupant's financial or credit ability or reputation is unsatisfactory;
- C. that the business or personal reputation of the proposed assignee, sublessee, or occupant is unsatisfactory;
- D. that the quality of previous or proposed business operations of the proposed assignee, sublessee, or occupant is unsatisfactory;
- E. that the business experience of the proposed assignee, sublessee, or occupant is unsatisfactory;
- F. that other factors or circumstances exist which Landlord reasonably believes would render occupancy of all or part of the Premises by the proposed assignee, sublessee, or occupant detrimental to the Building or to other businesses situated in the vicinity.

If Tenant is a corporation, an unincorporated association, or a partnership, any transfer, assignment or hypothecation of any stock or interest in such corporation, association or partnership in the aggregate in excess of 25% shall be deemed an assignment within the meaning of this section.

Tenant shall reimburse Landlord for attorneys' fees reasonably paid or incurred by Landlord in connection with any proposed assignment, encumbrance, sublease, or occupancy pursuant to this section.

In the event of any assignment, encumbrance, sublease, or occupancy pursuant to this section, the provisions of this section shall apply to any further proposals to assign, sublease, encumber or allow any other person or entity to use all or part of the Premises.

Landlord may collect rent from any assignee, subtenant or occupant of all or any part of the Premises, and may apply the net amount collected to the rent required under the terms of this Lease, but no such assignment, subletting, occupancy or collection shall be deemed a waiver of

any of the provisions of this section, or the acceptance of the assignee, subtenant, or occupant as tenant, or a release of Tenant from the further performance by Tenant of the covenants on the part of Tenant herein contained. Tenant shall in no event be relieved of any liability or responsibility by reason of any assignment, sublease, encumbrance or change in occupancy.

26. LENDERS AND SUCCESSORS TO LANDLORD. Tenant agrees that this Lease shall be subordinate to any mortgages, trust deed, or other security of which Tenant is given written notice, now or hereafter encumbering the land and buildings of which the Premises are a part or upon any buildings hereafter placed upon the land of which the Premises are a part, and to all advances made or hereafter to be made upon the security thereof; provided, however, any such mortgage, deed of trust, or other security instrument shall contain a provision to the effect that so long as Tenant is not in default under this Lease or any renewal thereof, no foreclosure of the mortgage, deed of trust, or other security instrument, or any other proceeding in respect thereof, shall divest, impair, modify, abrogate, or otherwise adversely affect any interests or rights whatsoever of Tenant under this Lease. This shall be self-operative and no further instrument of subordination shall be required, provided, however, the Tenant shall from time to time on the request from the Landlord or of any other party in interest, execute and deliver any document or instrument that may be required by a lender to effectuate any subordination. If Tenant without reasonable cause fails to execute and deliver any such document or instrument, Landlord will have the right to take such action as Landlord may be permitted otherwise to exercise under this Lease including the right to terminate this Lease.

Within thirty (30) days after receipt of a written request therefore by Landlord, Tenant agrees to execute and deliver in recordable form an estoppel certificate to any mortgagee or proposed mortgagee or purchaser to the Landlord certifying (if such be the case) that this Lease is unmodified and in full force and effect (and if there has been modification, that the same is in full force and effect as modified and stating the modifications); that there are no defenses or offsets against the enforcement thereof or stating those claimed by the Tenant; and stating the date to which rentals and other charges are paid. Such certificate shall also include such other information as may be reasonably required. The failure by the Tenant to deliver any such certificate within thirty (30) days shall be conclusive upon the Tenant that this Lease is in full force and effect and has not been modified except as may be represented by Landlord. Notices of any default by Landlord shall be given by Tenant to any mortgagee of whom Tenant has been notified in writing, and said mortgagee shall have the right but not the obligation to cure said default.

Tenant shall attorn and be bound to any of Landlord's successors under all the terms, covenants and conditions of this Lease for the balance of the Lease Term.

27. SURRENDER OF PREMISES. Upon the expiration of the Lease Term, Tenant shall surrender the Premises to Landlord in as good order and condition as at the Commencement of Lease Term (except for ordinary wear and tear) together with all additions, alterations and improvements which may have been made in or to the Premises. Landlord may, at its option, require the Tenant at the Tenant's expense to remove all such alterations, improvements and additions and to restore the Premises to the condition they were in when originally delivered to Tenant, save ordinary wear and tear. In the event Tenant continues to occupy the Premises after the expiration of the Lease Term, without being given or being entitled to renewal or a new

lease, such occupancy shall be considered a tenancy from month-to-month at a monthly rental equal to the rent payment due for the last month of the Lease Term including but not limited to Base Rent, as adjusted in accordance with Paragraph 8 above, Taxes, Insurance, Advertising and Marketing Expense, and all other rents due and payable by Tenant to Landlord. This provision shall not give Tenant any right to continue occupancy following the expiration of this Lease except with the written consent of Landlord. Tenant shall be liable to Landlord for all damages occasioned by such holding over, including claims by any succeeding occupant of the Premises for such delay.

28. INSOLVENCY OF TENANT. Tenant agrees that in the event all or substantially all of the Tenant's assets are placed in the hands of a receiver or trustee, and such receivership or trusteeship continues for a period of thirty (30) days, or should Tenant make an assignment for the benefit of creditors or be adjudicated a bankrupt, or should Tenant institute any proceedings under the bankruptcy act or under any amendment thereof which may hereafter be enacted, or under any other act relating to the subject of bankruptcy wherein Tenant seeks to be adjudicated a bankrupt, or to be discharged of its debts, or to effect a plan of liquidation, composition, arrangement or reorganization, or should any involuntary proceeding be filed against Tenant under any such bankruptcy laws and Tenant consent thereto or acquiesce therein by pleading or default, then this Lease or any interest in and to the Premises shall not become an asset in any of such proceedings, and, in any such event and in addition to any and all rights and remedies of Landlord hereunder or by law provided, it shall be lawful for Landlord to declare the term hereof ended and to reenter the Premises and take possession thereof and remove all persons therefrom, and Tenant shall have no further claim thereon or hereunder.

29. ACCORD AND SATISFACTION. No payment by Tenant or receipt by Landlord of a lesser amount than the rent herein provided shall be deemed to be other than on account of the earliest rent due and payable hereunder, nor shall any endorsement or statement on any check or any letter accompanying any check or payment as rent be deemed an accord and satisfaction, and Landlord may accept any such check or payment without prejudice to Landlord's right to recover the balance of such rent or pursue any other proper remedy.

30. DEFAULT AND REMEDIES. The occurrence of any of the following shall constitute a default under this Lease:

A. Tenant's failure to pay rent or to make any other payment required to be made by Tenant hereunder when due, which failure continues for ten (10) days after written notice thereof.

B. Abandonment or vacation of the Premises by Tenant, for any purpose except remodeling or restoration for a time period approved by Landlord.

C. Tenant's failure to cause to be released any mechanic's or materialmen's liens filed against the Premises within ten (10) days after the date the same shall have been filed.

D. Tenant's failure to observe or perform any other provision of this Lease to be observed or performed by Tenant, other than those described in Subparagraphs A, B, and C above, where such failure continues for thirty (30) days after written notice thereof by Landlord to Tenant; provided, however, that if the nature of such failure cannot reasonably be cured within such

thirty-day period, Tenant shall not be deemed to be in default if Tenant shall within such period commence such cure and thereafter diligently prosecute the same to completion.

E. The insolvency of Tenant or the execution by Tenant of an assignment for the benefit of creditors; the filing for reorganization or arrangement under any law relating to bankruptcy or insolvency; or, the appointment of a receiver or trustee to take possession of substantially all of the Tenant's assets located at the Premises or of Tenant's interest in this Lease.

In the event of any default by Tenant hereunder, then, in addition to any other remedies available to Landlord at law or in equity, Landlord may at its option terminate this Lease and recover damages from Tenant, including (a) the worth at the time of award of the unpaid rent which has been earned at the time of termination; (b) the worth at the time of award of the amount by which the unpaid rent which would have been earned after termination until the time of award exceeds the amount of such rental loss that Tenant proves could have been reasonably avoided; (c) the worth at the time of award of the amount by which the unpaid rent for the balance of the term after the time of award exceeds the amount of such rental loss for such period that Tenant proves could be reasonably avoided; and (d) any other amount necessary to compensate Landlord for all the detriment proximately caused by Tenant's failure to perform his obligations under this Lease, or which in the ordinary course of things would be likely to result therefrom.

Alternatively, in the event of such default, Landlord may elect not to terminate the Lease and Landlord may enforce rights and remedies under the Lease, including the right to recover rent as it becomes due. In the event Landlord terminates the Lease, Landlord shall have the right to reenter and take possession of the Premises, to remove all persons and property therefrom, which property may be stored by Landlord at a warehouse or elsewhere at the risk, expense and for the account of Tenant, and to relet the Premises, or any part thereof, for the account of Tenant, for such term and upon such conditions and at such rent as Landlord at its sole discretion may deem proper. To the fullest extent permitted by law, the proceeds of any reletting shall be applied as follows: first, to pay Landlord all costs and expenses of such reletting (including without limitation, costs and expenses of retaking or repossessing the Premises, removing persons and property therefrom, securing new tenants, and if Landlord shall maintain and operate the Premises, the cost thereof); second, to pay any indebtedness of Tenant to Landlord other than rent; third, to the rent due and unpaid hereunder; fourth, the residue, if any, shall be held by Landlord and applied in payment of any other or future obligations of Tenant to Landlord as the same may become due and payable, and Tenant shall not be entitled to receive any portion of such revenue.

Nothing in this paragraph shall be deemed to affect Landlord's right to indemnification for liabilities arising prior to termination of this Lease for personal injury or property damage under the indemnification clause or clauses contained in this Lease.

No reentry or reletting of the Premises shall be construed as an election by Landlord to terminate either Tenant's right to possession or this Lease unless a written notice of such intention is given by Landlord to Tenant and notwithstanding any such reletting without such termination, Landlord may at any time thereafter elect to terminate Tenant's right to possession in this Lease.

All covenants and agreements to be performed by Tenant under any of the terms of this Lease

shall be performed by Tenant at Tenant's sole cost and expense and without any set-off or abatement of rent. If Tenant shall fail to pay any sum of money, other than rent, required to be paid hereunder or shall fail to perform any other act on its part to be performed hereunder, and such failure shall continue beyond any applicable grace period set forth above, Landlord may, but shall not be obligated to do so, and without waiving or releasing Tenant from any obligations of Tenant, make on Tenant's behalf any such payment or perform any such other act to be made or performed by Tenant as provided in this Lease. All sums so paid by Landlord and all necessary incidental costs, together with interest thereon at the maximum legal rate permitted by the laws of California, to the date the default is cured, shall be payable to Landlord on demand, and Tenant covenants to pay any such sum. Landlord shall have, in addition to any other right or remedy of Landlord, the same rights and remedies in the event of the nonpayment thereof by Tenant as in the case of default by Tenant in the payment of rent.

All remedies given to Landlord in this Lease shall not be exclusive but shall be cumulative and in addition to all remedies now or hereafter at law or in equity.

31. **TENANT'S PROPERTY.** Tenant agrees to insure the contents of the Premises against fire, theft, vandalism, and such other hazards as are readily insurable under a normal "fire and extended coverage" policy, and to provide Landlord with a copy of such policy or any policies, and any modifications or replacements thereto, within thirty (30) days of execution of this Lease. Tenant shall be responsible for and shall pay before delinquency all municipal, county or state taxes assessed during the term of this Lease against any leasehold interest or personal property of any kind, owned by or placed in, upon, or about the Premises by Tenant. Except in the case of Landlord's intentional misconduct or gross neglect, Landlord shall not be liable for any damage to property of Tenant or of others located on the Premises, nor for the loss of or damage to any property of Tenant or of others by theft or otherwise. Except in the case of Landlord's intentional misconduct or gross neglect, Landlord shall not be liable for any injury or damage to persons or property resulting from fire, explosion, falling plaster, gas, electricity, water, rain or leaks from any part of the Premises, or the Common Areas, or from the pipes, appliances or plumbing works or from the roof, street or subsurface or from any other place or by any other cause of whatsoever nature. Landlord shall not be liable for any such damage caused by other tenants or persons in the Premises, occupants of adjacent property, of the Common Area, or the public, or caused by operations and construction of any private, public or quasi-public work. Landlord shall not be liable for any latent defect in the Premises or in the building of which they form a part. All property of Tenant kept or stored on the Premises shall be so kept or stored at the risk of Tenant only and Tenant shall hold Landlord harmless from any claims arising out of such damage to the same, including subrogation claims by Tenant's insurance carriers, unless such damage shall be caused by the willful act or gross neglect of Landlord, and through no fault of Tenant.

32. **WAIVER.** The failure of Landlord to insist in any one or more instances upon a strict performance of any of the covenants or agreements in this Lease or to exercise any option herein contained, shall not be construed as a waiver or a relinquishment for the future of such covenant, agreement, or option, but the same shall continue and remain in full force and effect. The receipt by Landlord of rent, with knowledge of the breach of any covenant or agreement hereof, shall not be deemed a waiver of such breach, and no waiver by Landlord of any provision hereof shall be deemed to have been made unless expressed in writing and signed by Landlord.

33. **LEGAL EXPENSES.** Tenant shall pay to Landlord all amounts for reasonable attorneys' fees incurred by Landlord in connection with any breach or default under this Lease or incurred in order to enforce the terms or provisions hereof. Such amount shall be payable upon demand. In addition, in the event that any action shall be instituted by either of the parties hereto for the enforcement of any of its rights or remedies in or under this Lease, the prevailing party shall be entitled to recover from the other party, all costs incurred by said prevailing party in said action, including reasonable attorneys' fees to be fixed by the court therein.

34. **NOTICES.** Any notice, demand, request or other document or instrument which may be or is required to be given under this Lease shall be given only in writing and shall be deemed delivered if sent by United States certified, postage prepaid mail, return receipt requested, or by a national overnight delivery service, and shall be addressed (i) if to Landlord, to 2222 East Cliff Drive, Suite 222, Santa Cruz, California, 95062; and (ii) if to Tenant, at the address set forth in Section 1.2 above. Notices shall be effective upon deposit with reputable overnight delivery services or in the United States mails in accordance with the above provisions. Each party may designate such other address as shall also be given by such written notice. Other modes of delivery may also be utilized, provided such other delivery service can provide a proof of delivery.

35. **TIME OF ESSENCE.** Time is of the essence of this Lease. The parties hereby acknowledge and agree that time is strictly of the essence with respect to each and every term, condition, obligation and provision hereof and that the failure to timely perform any of the obligations hereof by either party shall constitute a breach of and a default under this Lease by the party so failing to perform.

36. **ENTIRE AGREEMENT.** This Agreement constitutes the entire agreement between the parties pertaining to the subject matter contained in it and to the Premises, and supersedes all prior and contemporaneous leases, agreements, representations, and understandings of the parties. No supplement, modification, or amendment shall be binding unless executed in writing by all of the parties. Landlord makes no guarantee, warranty, representation, agreement, or statement concerning the use, occupancy, or suitability of the Leased Premises for Tenant's intended use, or the adequacy or fitness of the Premises for such use. Tenant warrants and represents, for the express benefit of Landlord, that (a) Tenant has undertaken a complete and independent evaluation of the risks inherent in the execution of this Lease and the operation of the Leased Premises for Tenant's intended use; (b) that Tenant assumes all risk with respect thereto; (c) that no oral or written inducements, express or implied, have been made to Tenant to execute this Lease; (d) that in entering into this Lease, Tenant did not rely upon any statement, fact, promise, or representation not specifically set forth herein in writing; and (e) that for purposes of this provision, the foregoing references to Landlord shall include Landlord's agents and employees, if any.

37. **PARTIAL INVALIDITY.** If any term, covenant, or condition of this Lease or the application thereof to any person or circumstance shall, to any extent, be invalid or unenforceable, the remainder of this Lease, or the application of such term, covenant, or condition to persons or circumstances other than those as to which it is held invalid or unenforceable, shall not be affected thereby and each term, covenant or condition of this Lease

shall be valid and be enforced to the fullest extent permitted by law.

38. **SUCCESSORS.** All rights and liabilities herein given to, or imposed upon, the respective parties hereto shall extend to and bind the several respective heirs, executors, administrators, successors, and assigns of the said parties; and if there shall be more than one tenant, they shall all be bound jointly and severally by the terms, covenants and agreements herein. No rights, however, shall inure to the benefit of any assignee of Tenant, unless the assignment to such assignee has been approved by Landlord as provided above.

39. **CONSTRUCTION OF DOCUMENT.** This Lease has been the subject of negotiation by all parties hereto, and consequently this Lease shall not be construed in favor of or against any party by reason of that party having prepared this Lease or any part hereof.

40. **NO OFFER.** The submission of this Lease by Landlord to Tenant does not constitute a reservation of or an option for the Premises, and this Lease becomes effective as a lease only upon the execution hereof by Landlord and Tenant, and delivery of the executed Lease by Tenant to Landlord, together with one month's rent and the security deposit required by this Lease.

41. **HAZARDOUS AND TOXIC SUBSTANCES.** Tenant shall not use, generate, store or dispose, or give consent to anyone else to use, generate, store or dispose, any hazardous, toxic, or radioactive materials [hereinafter referred to collectively as "Hazardous Materials"]. As herein used, Hazardous Materials shall include, without limitation, those materials identified in Sections 66680 through 66685 of Title 22 of the California Administrative Code Division 4, Chapter 30, as amended from time to time, and those substances defined as "hazardous substances," "hazardous materials," "hazardous waste", or other similar designations in the Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended, 42 USC, Section 9601 *et seq.*, the Hazardous Materials Transportation Act, 49 USC, Section 1801 *et seq.*, and any other governmental statutes, laws, ordinances, rules, and regulations now or hereafter in effect. Tenant shall indemnify, defend and hold Landlord from and against any and all claims, damages, costs and liabilities, including all foreseeable and unforeseeable consequential damages, directly or indirectly arising out of the use, generation, storage, or disposal of Hazardous Materials by Tenant or any person claiming under Tenant, including, without limitation, the cost of any required or necessary repair, clean up, or detoxification and the preparation of any closure or other required plans, whether such action is required or necessary prior to or following the termination of this Lease, to the full extent that such action is attributable, directly or indirectly, to the use, generation, storage, or disposal of Hazardous Materials by Tenant or any person claiming under Tenant. Neither the written consent by Landlord to the use, generation, storage or disposal of Hazardous Materials nor the strict compliance by Tenant with all statutes, laws, ordinances, rules and regulations pertaining to Hazardous Materials shall excuse Tenant from Tenant's obligation of indemnification pursuant to this paragraph. Tenant's obligation pursuant to the foregoing indemnity shall survive the termination of this Lease.

42. **BROKERS' COMMISSIONS.** Tenant represents and warrants that Tenant has not employed any real estate agent or finder and that there are no claims for brokerage commissions or finder's fees in connection with the execution of this Lease. Tenant agrees to indemnify, defend, protect and hold Landlord harmless from any and all liabilities, claims, demands, or


causes of action arising from any such claim, including attorneys' fees.

43. **JURY WAIVER.** Landlord and Tenant hereby waive their respective right to trial by jury of any cause of action, claim, counterclaim or cross-complaint in any action, proceeding and/or hearing brought by either Landlord against Tenant or Tenant against Landlord on any matter whatsoever arising out of, or in any way connected with, this Lease, the relationship of Landlord and Tenant, Tenant's use or occupancy of the Premises, or any claim of injury or damage, or the enforcement of any remedy under any law, statute, or regulation, emergency or otherwise, now or hereafter in effect.

IN WITNESS WHEREOF, Landlord and Tenant have caused this instrument to be executed by their duly authorized representative as of the day and year first written below.

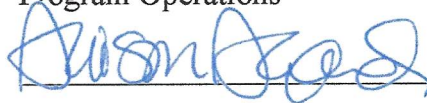
LANDLORD:
O'Neill Sea Odyssey
By: Tracey Weiss, Executive Director .

DATED: Sept 30, 2022



TENANT:
Monterey Bay,
National Marine Sanctuary Foundation
By: Allison Alexander, Vice President,
Program Operations

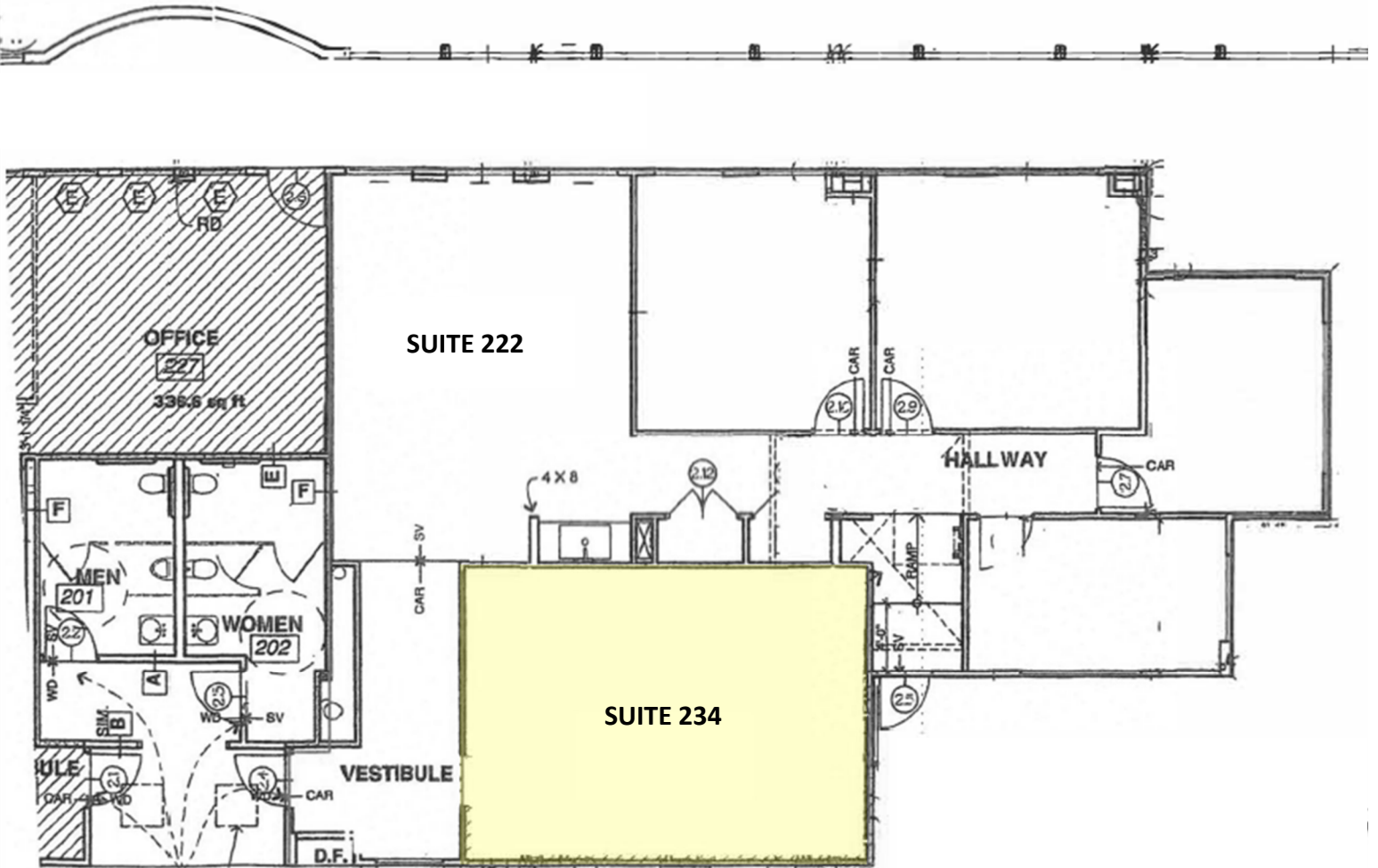
DATED: September 29, 2022



SANTA CRUZ PORT DISTRICT
By:

DATED: _____, 2022

PREMISE MAP
O'Neill Sea Odyssey
2222 East Cliff Drive
Second and Third Story Auxiliary Space
Suites 222 & 234





2022-2023

Santa Cruz Port District

Mid Fiscal Year Review of Capital Improvement Program

SECTION 1: OVERVIEW

The Santa Cruz Port District's 5-year Capital Improvement Program (CIP) provides a plan for the development, maintenance, improvement, and acquisition of infrastructure assets to benefit the Santa Cruz Harbor's users, businesses, and visitors. It is intended to serve as a guiding document for planning, scheduling, and implementing capital improvements and planning projects over a five-year period.

Typical major CIP projects include ongoing infrastructure or facility maintenance needs, like dock upgrades, pavement repairs, and building restoration.

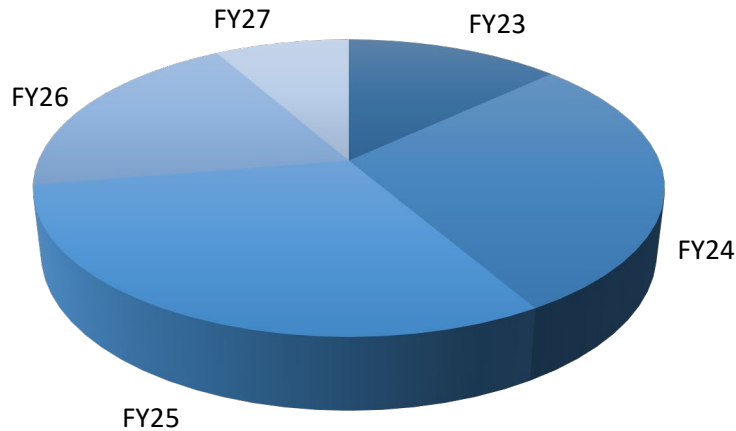
The CIP may also include services that indirectly lead to the construction of capital improvements, such as feasibility studies and investigative reports.

The current CIP was approved by the Port Commission as part of the District's FY23 budget process. A total of \$622,000 was allocated across 12 previously identified projects (10 of which had CIP funding from prior years), and two new projects. This report summarizes the activities and milestones involved with the delivery of the Port District's CIP during the first half of Fiscal Year 23 (April 1, 2022, through March 31, 2023).



CAPITAL IMPROVEMENT PROGRAM FUNDING SUMMARY	
FY23 CIP CONTRIBUTION \$622,000	FY23 – FY27 CIP CONTRIBUTIONS \$4,802,000

FY23 - FY27 CIP CONTRIBUTIONS



SECTION 2: FUNDING SUMMARY

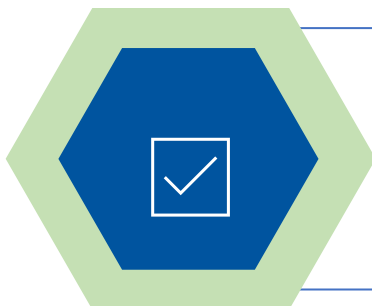
As of April 1, 2022, the Port District's Capital Improvement Program included 28 funded projects (including the Unallocated CIP Fund) and totaled \$1,894,051. A total of \$170,889 has been expended on CIP projects in the first half of FY23, and a contribution of \$207,200 has been made to the January 22 Tsunami Fund for north harbor transformer repairs. The table below details CIP expenditures by project and ending balances as of September 30, 2022.

Project	Beginning Balance (4/1/22)	FY23 Project Reallocations	FY23 Project Expenditures	Ending Balance (9/30/22)
Harbor Security Upgrades	\$12,404		(\$12,182)	\$223
Pier Rehabilitation	\$129,322		(\$20,868)	\$108,454
Parking Pay Station	\$15,000		(\$14,981)	\$19
Boatyard Marine Ways Upgrades	\$8,000		(\$5,753)	\$2,247
Patrol Vessel Replacement	\$2,182			\$2,182
Refuse/Recycling Study	\$10,000		(\$8,000)	\$2,000
Sanitary Sewer Lift Stations	\$364,986		(\$5,459)	\$359,527
Pavement Repairs	\$52,716			\$52,716
Building Restoration	\$205,630		(\$11,560)	\$194,070
Restroom Building Rehab	\$275,000		(\$9,330)	\$265,670
7 th & Brommer Recon	\$134,467		(\$36,200)	\$98,267
SH Revetment & Seawall	\$98,499	\$21,500	(\$24,695)	\$95,305
Fuel System Upgrades	\$40,000		(\$6,461)	\$33,539
January 22 Tsunami Fund	\$50,000	\$207,200	(\$14,527)	\$242,673
Murray Street Bridge	(\$42,960)		(\$246)	(\$43,206)
CF Marine Services Center	\$10,000			\$10,000
Piling Replacement	\$30,000			\$30,000
Dock Upgrades	\$82,097			\$82,097
Sidewalk & Plaza Restoration	\$33,000			\$33,000
Storm Drain System	\$30,000			\$30,000
Water & Sewer System	\$44,139			\$44,139
Aeration System Upgrades	\$31,304			\$31,304
Ice Machine	\$19,222			\$19,222
West Jetty Walkway	\$799			\$799
Aldo's Seawall Replacement	\$188,441			\$188,441
Parking Upgrades	\$46,321		(\$627)	\$45,693
Embankment Assessment	\$6,274			\$6,274
Unallocated CIP	\$17,208	(\$17,208)		\$0
TOTAL:	\$1,894,051	\$211,492	(\$170,889)	\$1,934,654

SECTION 2: PROJECT SUMMARY

As of September 30, 2022, a total of 6 CIP projects have been completed. FY23 expenditures for the 6 completed projects total approximately \$61,784. A summary of the completed projects is shown below in Figure 1:

FIGURE 1: Completed Projects	
H01	HARBOR SECURITY UPGRADES
This project was approved to provide for increased security systems throughout the harbor to reduce unauthorized uses, and to improve monitoring and law enforcement capabilities. FY23 funding contribution totaled \$12,000 for the acquisitions of additional security cameras.	COMPLETE
RECOMMENDATION: Leave remaining balance of \$223 in the CIP for future budget cycles.	
F009	PIER REHABILITATION
This ongoing project provides funding for periodic inspections, repairs, and upkeep to the harbor's three piers (east side, west side, fishery). FY23 funding contribution totaled \$120,000 for the repair / jacketing of 7 east public pier piles (permits allowed for repair of 4 piles in FY23).	COMPLETE
RECOMMENDATION: Leave remaining balance of \$108,454 in the CIP for future budget cycles.	
F018	PARKING PAY STATIONS
This ongoing project provides funding for maintenance and upkeep of the harbor's parking meters and pay stations. FY23 funding contribution totaled \$15,000 for enhancements to parking pay stations near 493 Lake Avenue.	COMPLETE
RECOMMENDATION: Leave remaining balance of \$19 in the CIP for future budget cycles.	
F033	PATROL VESSEL REPLACEMENT
Grant funding in the State of California budget was secured in FY20 for replacement of the District's Almar patrol vessel, fully funding this capital equipment acquisitions (anticipated cost of \$530,000). The Port District took delivery of its new patrol vessel in January 2022, and has been fully reimbursed under the grant for all associated expenses.	COMPLETE
RECOMMENDATION: Close out project and reallocate remaining \$2,182 to the Unallocated CIP.	
F035	BOATYARD MARINE WAYS UPGRADES
This project was approved to increase safety during Travellift operation by installing steel guides along the length of the marine ways deck. FY23 funding contribution totaled \$8,000 for the project.	COMPLETE
RECOMMENDATION: Close out project and reallocate remaining \$2,247 to the Unallocated CIP.	
F039	REFUSE / RECYCLING STUDY
This project was approved in FY20 (with limited funding) to facilitate a sanitation engineering study of the harbor's refuse and recycling systems and to recommend improvements. The study was initiated in FY23, and receipt of the final report is pending delivery.	COMPLETE
RECOMMENDATION: Leave remaining balance of \$2,000 in the CIP for future budget cycles.	



Completed FY23 Project Expenditures Total \$61,784

OR

10% of FY23 Allocated CIP Funding

The CIP currently includes 8 projects that are planned or in progress (excluding the Parking Upgrades project, which is currently on hold). As of September 30, 2022, expenditures for these planned and in-progress projects total approximately \$103,109. A summary of the projects is shown below in Figure 2.

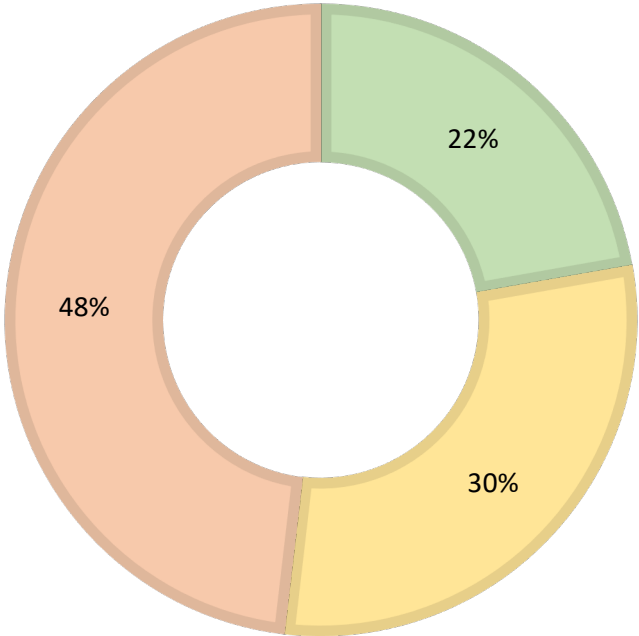
FIGURE 2: Projects in Progress		
F004	SANITARY SEWER LIFT STATIONS	
	This ongoing project provides funding for the phased repair and replacement of the District's sanitary sewer lift stations. FY23 funding contribution totaled \$25,000 for the development of construction documents for the replacement of the G-Dock lift station. The Port District contracted with MKN & Associates for this work. This project is estimated to be placed out to bid in Spring 2023. Adequate funding is available to complete this first phase of work.	IN PROGRESS
F006	PAVEMENT REPAIRS	
	This ongoing project provides funding for maintenance, repaving, and restriping of harbor parking lots and roads. FY23 funding contribution totaled \$50,000 to repave areas within the concession parking lot (exit lane and back gate driveway). After the FY23 CIP was adopted, the fishery pier was identified as needing resurfacing / repaving. Funding can be diverted from the concession lot to the fishery, if desired.	PLANNED (DIRECTION NEEDED)
F011	BUILDING RESTORATION	
	Project funding is programmed on an annual basis and includes minor improvements that extend the useful life of systems and equipment in District-owned buildings that are rented to landside concessionaires. FY23 funding contribution totaled \$47,000 for priority projects. Expenditures to date include costs for 333 Lake Avenue Rewiring and Submeter Project, as well as an engineering evaluation / inspection of the roof at 2218 East Cliff Drive (Crow's Nest Restaurant).	IN PROGRESS
F012	RESTROOM BUILDING REHAB	
	Project funding is programmed on an annual basis to facilitate a phased rehabilitation of restroom facilities in the harbor. FY23 funding contribution totaled \$100,000 for the priority repair of tsunami-damaged facilities in the north harbor, starting with the I-Dock restroom/shower building. Preliminary design plans have been completed. Staff is currently exploring permitting requirements for this project.	IN PROGRESS
F021	7 th AND BROMMER RECON	
	This ongoing project provides funding for the site assessment and engineering work for future development of Port District property in the area of 7 th and Brommer. FY23 funding contribution totaled \$70,000 for continuation of preliminary design and geotechnical work for site improvements to the District-owned parcel and dry storage area. 50% design plans were presented to the Commission for review on August 23, 2022.	IN PROGRESS
F022	SOUTH HARBOR REVETMENT AND SEAWALL	
	Project funding is allocated for a comprehensive engineering assessment and potential replacement options for the seawall along the harbor's west side. FY23 funding contribution totaled \$20,000, plus a reallocation of \$21,500 from the Unallocated CIP. The engineering assessment and geotechnical work has been initiated.	IN PROGRESS
F043	FUEL SYSTEMS UPGRADES	
	Project funding is allocated to ensure maintenance and repair of the harbor's fuel dock equipment remains serviceable. FY23 funding contribution totaled \$40,000, to make necessary upgrades to the credit card terminal at the fuel dock (\$30,000), with the remainder being allocated towards the replacement of all four fuel dispensers in FY25. The required credit card terminal update (for PCI compliance) pends, but is scheduled to be completed in FY23. Project expenditures to date include costs for an unanticipated hose reel replacement, which was originally planned for FY25.	IN PROGRESS
F045	TSUNAMI FUND	
	This project was established to offset unforeseen / unanticipated expenses arising from the January 15, 2022, tsunami. FY23 funding contribution totaled \$50,000. Expenditures to date include the purchase of FF-Dock / Rowing Dock jet float replacement. At its regular public session on September 27, 2022, the Commission approved a contract with TranSystems, Inc., for the replacement and relocation of tsunami-damaged north harbor transformers (NTE \$207,200). This transformer project may be assigned its own CIP line item for ease of tracking project costs.	IN PROGRESS

The CIP currently includes 13 projects (excluding the Unallocated CIP Fund) that are not planned to be initiated in FY23, but have some level of available funding. The projects that are not planned to be initiated in FY23 are listed below in Figure 3.

Figure 3: Uninitiated Projects	
CF Marine Services Center Piling Replacement Dock Upgrades Sidewalk & Plaza Restoration Storm Drain System Water & Sewer System Aeration System Upgrades Ice Machine West Jetty Walkway Aldo's Seawall Replacement Embankment Assessment	No projects planned in FY23
Parking Upgrades	Work planned for FY23, on hold (legal review)
Murray Street Bridge	No project specific funding allocated (deficit spending)

CIP PROJECT STATUS

■ COMPLETED ■ IN PROGRESS ■ NOT INITIATED



SECTION 3: CONCLUSION

Delivery of the Port District's CIP over the next five fiscal years is dependent on many factors, including forecasted revenues, available funding, and staffing workloads. The CIP will adapt and respond as the District updates and refines its capital infrastructure needs through processes such as this mid-year CIP review.

The following action items are presented for Commission review and consideration:

- Reallocate the remaining balance of existing CIP project funding to close out the following projects:
 - \$2,182 from Patrol Vessel Replacement to Unallocated CIP
 - \$2,247 from Boatyard Marine Ways Upgrades to Unallocated CIP
- Consider redirecting current Pavement Repair funds (\$52,716) from the concession parking lot (exit lane and back gate driveway) to fishery pier.
- Determine if funding should be allocated to projects not yet included in the CIP (i.e., 2222 East Cliff Drive Second Story Deck).





TO: Port Commission

FROM: Ad-Hoc Committee
 - Toby Goddard
 - Steve Reed
 Holland MacLaurie, Port Director

DATE: October 19, 2022

SUBJECT: Port District Draft Response to City of Santa Cruz Environmental Impact Report for Rail Trail Segments 8 and 9 Project

Recommendation: *Determine level of support for the proposed project and review / approve objectives of the proposed draft comments.*

BACKGROUND

The City of Santa Cruz, in coordination with the County of Santa Cruz and the Santa Cruz County Regional Transportation Commission, has released a Draft Environmental Impact Report (DEIR) for the Coastal Rail Trail Segments 8 and 9 Project.

The Project, which will span the harbor, is a 2.2-mile bicycle and pedestrian system proposed to extend along the Santa Cruz Branch Line rail corridor from the Beach Street/Pacific Avenue roundabout on the west to the eastern side of 17th Avenue. The preliminary design plan includes a trail connection point to the harbor’s west side access road (Attachment A), as well as a design option for a switchback trail connection point to the harbor’s east side access road (Attachment B).

On October 18, 2022, an ad-hoc committee meeting was convened to review the DEIR. In response to the DEIR, the ad-hoc committee has prepared the following draft responses for review by the full Commission. If the Commission is agreeable, the comments will be incorporated into a formal response and submitted as written comment to the City during the public review period for the project, which concludes on November 4, 2022.

ANALYSIS

The DEIR provides an evaluation of the potential environmental impacts of the proposed project and recommends mitigation measures to reduce impacts to a less than significant level where possible. The ad-hoc committee has identified the following sections within the DEIR as warranting a response from the Port District:

DEIR Section:	Port District Comment:
Section 1.6 – Public Outreach (Attachment C)	The DEIR does not acknowledge the City’s public outreach efforts to the Port District (November 23, 2021, and December 7, 2021), nor does it incorporate feedback provided by the District during those outreach efforts.

DEIR Section:	Port District Comment:
Section 2.7 – Required Permits and Approvals (Attachment D)	The DEIR does not sufficiently address the process for obtaining Port District approval for proposed trail connection easements on the west and east side of the harbor. Additionally, the DEIR does not outline how the City will determine if the proposed trail connections will be incorporated into the final design.
Section 3.8 – Hydrology and Water Quality (Attachment E)	The DEIR analyzes Santa Cruz Harbor as a freshwater lagoon (Woods Lagoon). The DEIR does not sufficiently analyze potential environmental impacts to harbor waters, which could affect the District’s annual sediment sampling results or introduce pollutants at a level that exceeds protective water quality criteria and standards associated with the CRWQCB impaired waterway listings.
Section 3.9 – Land Use and Planning (Attachment F) Section 4.1.11 – Land Use and Planning (Attachment G)	The DEIR does not sufficiently evaluate the coastal dependent land use designation of the harbor and does not sufficiently address how proposed trail connection points along the west and east side will impact the District’s operations (i.e., impact to offseason dredge mooring site and maintenance, dredge pipeline storage, access road usability, etc.).
Section 3.11 – Public Safety and Services (Attachment H)	The DEIR does not sufficiently evaluate how proposed trail connection points along the west and east side will impact public safety within the harbor (i.e., pedestrian and bicycle safety, increased calls for service, etc.). The DEIR fails to acknowledge Santa Cruz Port District / Harbor Patrol as a local government entity providing public services as it relates to police protection.
Section 3.12 – Transportation (Attachment I)	The DEIR does not sufficiently evaluate how proposed trail connection points along the west and east side will impact traffic safety and parking in the harbor. Additionally, the DEIR does not sufficiently evaluate the harbor’s ability to accommodate the increased traffic, which the City estimates to be approximately 3,500 riders/users per day. Trail connection points will likely increase user conflicts within the harbor.
Section 4.1.14 – Recreation (Attachment J)	The DEIR does not sufficiently evaluate how the proposed trail connection points along the west and east side will increase demands on harbor infrastructure and services. Trail connection points will likely increase use of Port District facilities and infrastructure, leading to physical deterioration.
Additional topics for inclusion:	The DEIR does not discuss how this project will coincide with the City’s pending Murray Street Bridge Project (which includes sidewalk widening for improved pedestrian access).

The City's project aims to improve safety and mobility for non-motorized users along the project corridor. While the City's goals are admirable, the DEIR does not sufficiently evaluate the impacts associated with the proposed installation of a west and/or east trail connection on the Port District's operation or user safety.

After receiving Commission feedback, staff will draft a formal response to the City and submit written comments by November 4, 2022.

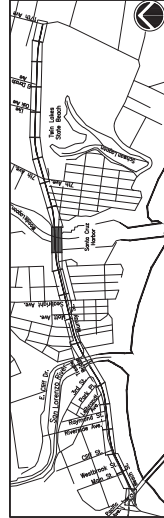
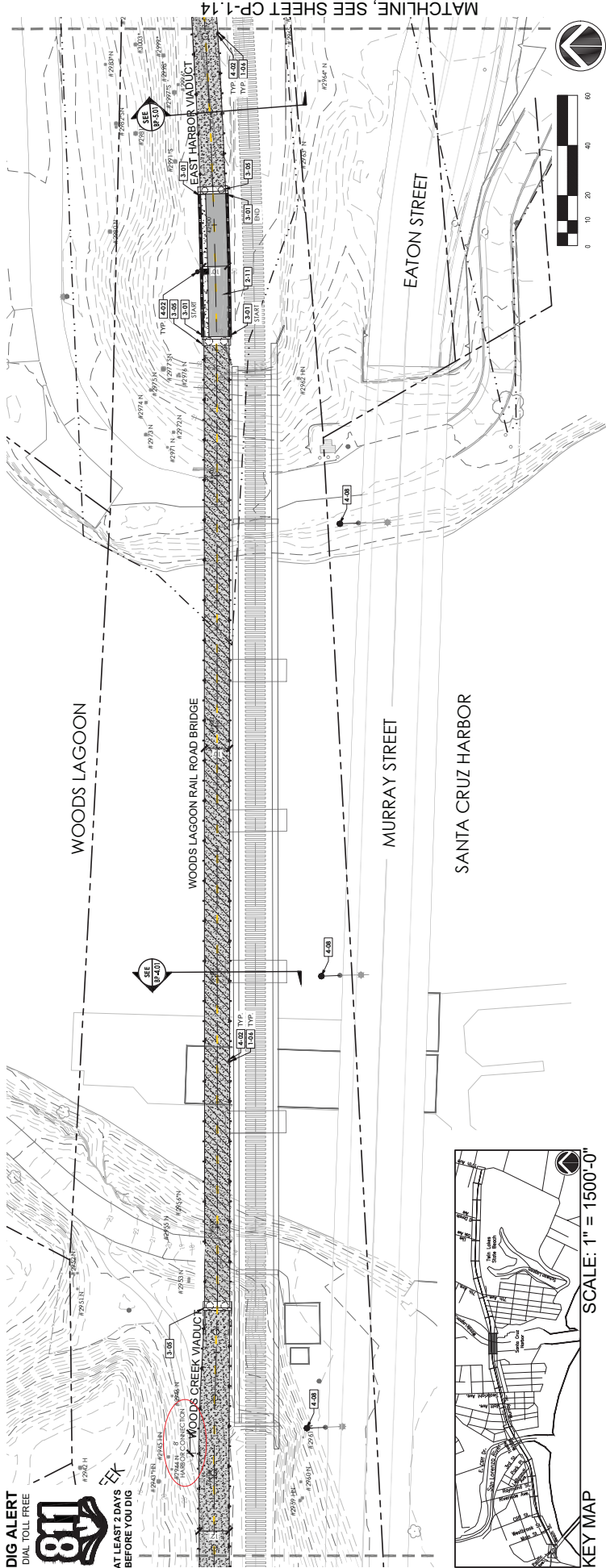
IMPACT ON PORT DISTRICT RESOURCES

There is no impact on Port District resources associated with review of the DEIR.

- ATTACHMENTS:
- A. Design Plan – Proposed West Trail Connection Point
 - B. Design Plan – Proposed East Trail Connection Point
 - C. Section 1.6 – Public Outreach
 - D. Section 2.7 – Required Permits and Approvals
 - E. Section 3.8 – Hydrology and Water Quality
 - F. Section 3.9 – Land Use and Planning
 - G. Section 4.1.11 – Land Use and Planning (Cumulative Analysis)
 - H. Section 3.11 – Public Safety and Services
 - I. Section 3.12 - Transportation
 - J. Section 4.1.14 – Recreation (Cumulative Analysis)



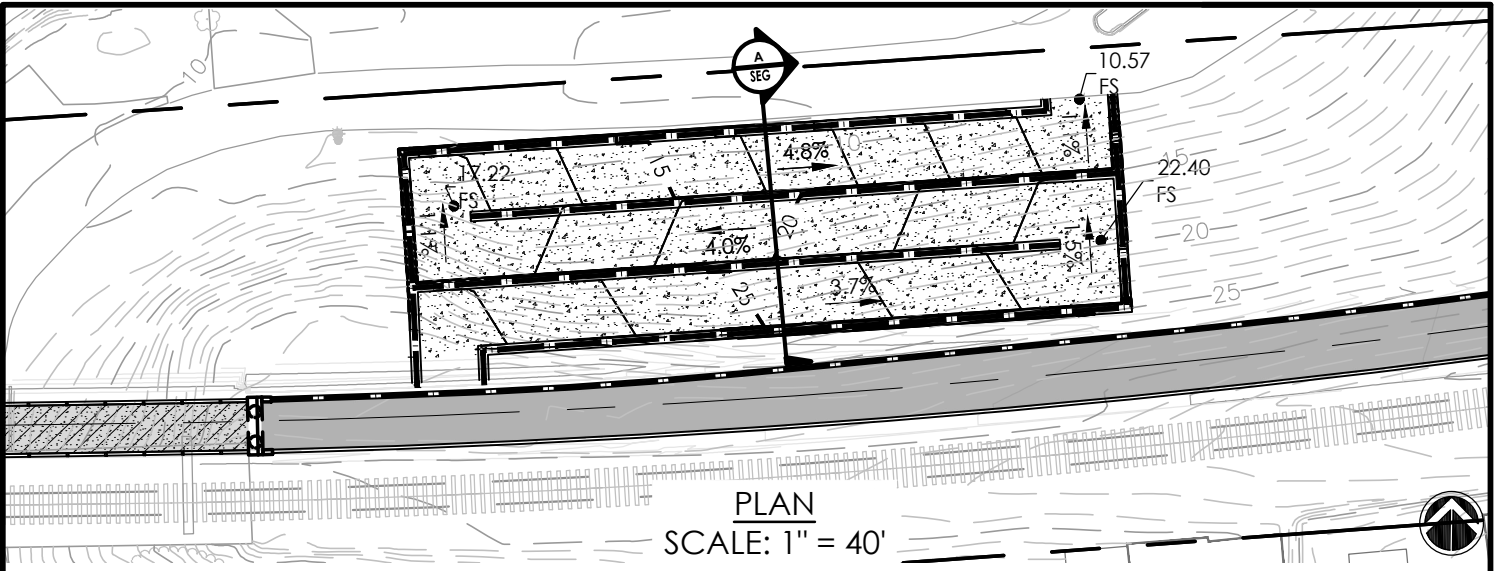
MATCHLINE, SEE SHEET CP-1.12



SCALE: 1" = 1500'-0"

REFERENCE NOTES SCHEDULE

SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
2.04	CHICANE	4.15	PED PUSH BUTTON WITH LEAN RAIL	4.01	RRP EXISTING EQUIPMENT
2.05	CURB RAMP	4.16	VIDEO DETECTION CAMERA	4.02	PROPOSED LIGHT
1.03	CONCRETE TRACK PANEL	4.17	RELOCATED UTILITY POLE	4.03	RELOCATED RAIL EQUIPMENT
1.04	SEPARATION FENCE	4.18	COMBINED PEDESTRIAN PUSH BUTTON AND SIGN	4.04	RELOCATED LIGHT
1.05	CHAINLINK FENCE			4.05	POST MOUNTED SOLAR RECTANGULAR RAPID FLASHING BEACON (RRFB)
1.06	GUARDRAIL SYSTEM			4.06	NEW LIGHT FIXTURE ON EXISTING POLE
1.07	GUARDRAIL SYSTEM			4.07	NEW MAST ARM POLE
1.08	PROPOSED SIGN			4.08	RELOCATED MAST ARM POLE
1.09	CONCRETE WHEEL STOP				
1.10	TRASH RECEPTACLES				
1.11	BENCH				
1.12	WOOD FENCE				
1.13	BIKE RACKS				
1.14	CROSSBIKE MARKINGS				
1.15	SHARROW MARKINGS				
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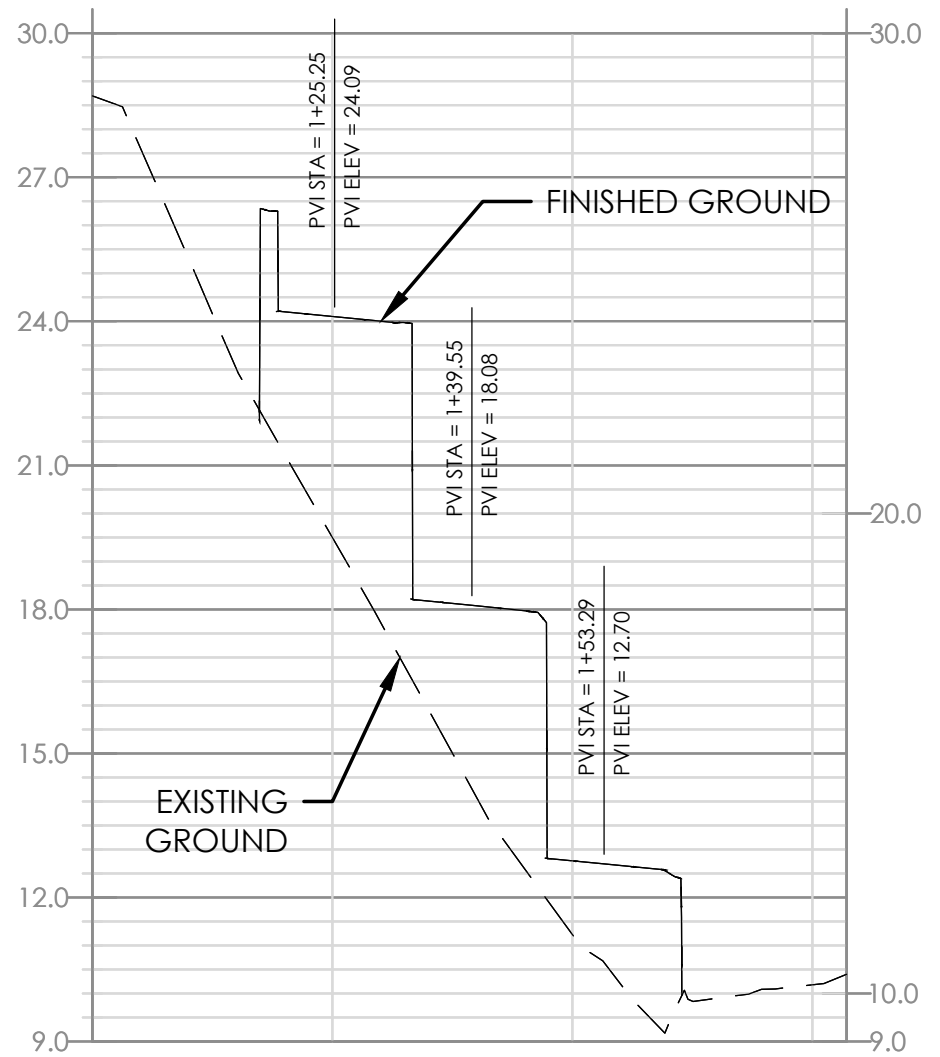


PLAN
SCALE: 1" = 40'

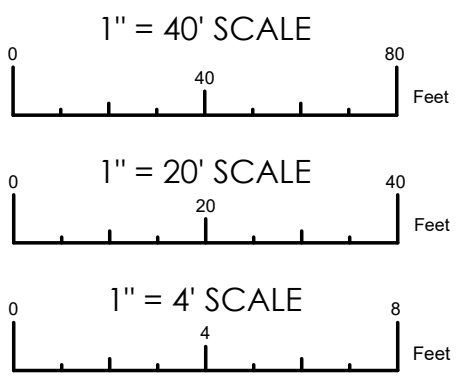
TREES TO BE REMOVED
15 TREES

EARTH WORK ANALYSIS

CUT = 46.02 CU YD
FILL = 758.99 CD YD
NET = 712.97 CD YD



SECTION A
HORIZONTAL SCALE 1" = 4'
VERTICAL SCALE 1" = 20'



RAIL TRAIL SEGMENT 9

7/5/2022



ULTIMATE TRAIL CONFIGURATION
EAST HARBOR CONNECTION EXHIBIT

summary comparison of the Ultimate Trail Configuration with the optional Interim Trail. There is also a section for effects found to be less than significant based on the initial study prepared for the Project).

- Chapter 4, *Other CEQA-Required Discussions*, discusses the Project’s cumulative impacts, growth-inducing impacts, significant irreversible environmental changes, significant environmental impacts that cannot be avoided, and energy effects.
- Chapter 5, *Project Alternatives*, describes the various alternatives considered and either dismissed from further analysis or analyzed in this document.
- Chapter 6, *List of Preparers and References*, provides a list of preparers of and contributors to the EIR and a bibliography.

1.6 Public Outreach

This section briefly describes the public outreach that has occurred and is planned for the Project.

- October 6, 2021 – NOP Scoping Meeting
- March 31, 2022 – Public Open House to share draft schematic plans
- April 11, 2022 – RTC Bicycle Advisory Committee
- April 12, 2022 – RTC Elderly and Disabled Advisory Committee
- April 18, 2022 – City Transportation and Public Works Commission
- May 10, 2022 – City Council of refined schematic plans
- October 19, 2022 – Draft EIR Public Comment Meeting
- January 2023 (date to be determined) – Planning Commission Public Hearing regarding slope modification/variance, design permit, watercourse development permit, and heritage tree removal permit

The Project design plans are posted on the City’s website as Significant Project:

- www.cityofsantacruz.com/coastalrailtrail

2.7 Required Permits and Approvals

The anticipated required permits and approvals for the Project are listed in **Table 2-5**.

For CEQA compliance, the City as lead agency is responsible for certifying the EIR and then discretionary approvals associated with the portion of the Project in their jurisdiction. When a project extends through multiple jurisdictions, CEQA requires that there is only one lead agency.

Responsible agencies, including the County and RTC, do not have to certify the EIR on their own but would rely on the EIR to carry out discretionary approvals related to the Project in their respective jurisdictions and cite the certified EIR as the CEQA clearance.

Table 2-5 Anticipated Approvals, Permits, and Agreements Required for Proposed Project

Approvals, Permits, and Agreements	
City of Santa Cruz, Lead Agency	EIR Certification Project Approval in incorporated City of Santa Cruz Design Permit Slope Modification Variance Permit Heritage Tree Removal Permit Watercourse Development Permit
County of Santa Cruz	Project Approval in unincorporated County area Tree Permit Grading Permit Riparian Exception Permit
Santa Cruz County RTC	Cooperative Agreement for Construction with City and County Right of Entry for Construction with City and County
California Coastal Commission	Consolidated Coastal Development Permit for City and County
California Public Utilities Commission	New public rail crossing approval GO88-B Permit to modify an existing crossing
California Regional Water Quality Control Board	Waste Discharge Requirements National Pollutant Discharge Elimination System permit Construction General Permit/Stormwater Pollution Prevention Plan
California Department of Fish and Wildlife	Section 1602 Streambed Alteration Agreement
California State Parks	Easement for trail connection at Simpkins Swim Center Section 4(f) Memo approval
National Park Service	Section 6(f) Memo approval
U.S. Fish and Wildlife Service	Section 7 or 10 consultation under the Endangered Species Act and incidental take authorization, if the monarch butterfly becomes federally listed
Additional Requirements for Optional First Phase: Interim Trail	
Surface Transportation Board	Approval for Abandonment of freight service
EIR = environmental impact report; RTC = Santa Cruz County Regional Transportation Commission	

3.8 Hydrology and Water Quality

This section evaluates potential impacts relating to hydrology and water quality on and around the Project corridor. This analysis includes a review of surface water, runoff patterns, groundwater, flooding, and water quality. Water supply and wastewater conveyance and treatment are discussed in Section 3.15, *Utilities and Service Systems*. Potential impacts to wetlands and waters of the United States are discussed in Section 3.3, *Biological Resources*. **Table 3.8-1** presents a summary of potential impacts related to hydrology and water.

Table 3.8-1 Summary of Project Impacts on Hydrology and Water Quality^a

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
HYD-1. The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality nor conflict with water quality control plan.	Less than Significant	None Required	Less than Significant
HYD-2. The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.	Less than Significant	None Required	Less than Significant
HYD-3. The Project would not substantially alter drainage patterns in the Project corridor or vicinity.	Less than Significant	None Required	Less than Significant
HYD-4. The Project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones.	Less than Significant	None Required	Less than Significant

^a The impacts and mitigation apply to both the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* and the *Optional First Phase: Trail on the Rail line (Interim Trail)* unless otherwise noted.

3.8.1 Existing Conditions

Regional Setting

Watersheds

The U.S. Geological Survey Watershed Boundary Dataset identifies watersheds within the Project vicinity and delineates watersheds according to hydrologic units (HUs), identified by name and by hydrologic unit code. On a statewide scale, HUs consist of large regions and subregions draining to a common outlet. At this scale, the Project corridor is within the 674-square-mile San Francisco Coastal South Subbasin (Hydrologic Unit Code 18050006), which includes all watersheds on the coastal side of the San Francisco peninsula.

The California Department of Water Resources divides surface watersheds in California into 10 hydrologic regions (HR). The Project corridor is located in the Central Coast HR. This region covers approximately 7.25 million acres and includes all of Santa Cruz, Monterey, San Luis Obispo, and Santa Barbara Counties, as well as parts of San Benito, San Mateo, Santa Clara, and Ventura Counties. Major geographic features that define the region include the Pajaro, Salinas, Carmel, Santa Maria, Santa Ynez, and Cuyama Valleys; the coastal plain of Santa Barbara; and the California Coast Ranges. The region is largely defined by the northwest-trending southern California Coast Ranges, with a climate

generally classified as Mediterranean. The region depends heavily on groundwater, which makes up the vast majority of available water supply, but recycled water is becoming a more plentiful supplemental source for agricultural and other non-potable uses (DWR 2009).

The California Department of Water Resources subdivides HRs into HUs that are commonly known as watersheds. In the Central Coast HR, the Project corridor is located in the Big Basin HU. The Central Coast Regional Water Quality Control Board (CCRWQCB) governs basin planning and water quality in the Big Basin HU (CCRWQCB 2019). The California Department of Water Resources further subdivides HUs into hydrologic areas (HA) and hydrologic sub-areas. The Project corridor is located in the Santa Cruz HA and the San Lorenzo hydrologic sub-area.

The San Lorenzo watershed is a 138-square-mile area located along the Central Coast of California and drains from the Castle Rock area of Summit to the north, Ben Lomond Mountain to the west, and the Branciforte area on the eastside down to the Pacific Ocean at the north end of Monterey Bay by the Santa Cruz Beach Boardwalk. Notable tributaries of the San Lorenzo River (SLR) include Kings, Boulder, Bear, Bean, Fall, Newell, Zayante, and Branciforte Creeks. The Project corridor is adjacent to the SLR mouth (**Figure 2-1**).

The Project corridor also is located in the Arana Gulch-Rodeo subwatershed, which drains a 3.5-square-mile area at the outer (eastern) edges of the City of Santa Cruz (City). Major waterways and water bodies in this watershed include the SLR, Arana Gulch (which leads to Woods Lagoon and the Santa Cruz Harbor), Leona Creek (which leads to Schwann Lake), Rodeo Creek Gulch, and several unnamed waterways. The Project corridor crosses the SLR, Pilkington Creek, Woods Lagoon (Santa Cruz Harbor), and Leona Creek.

Topography and Climate

In the Project area, average annual temperatures in degrees Fahrenheit are relatively stable and range from winter lows in the upper 30s to summer highs in the middle 70s (WRCC 2022). The total average annual precipitation is approximately 29.33 inches, with the majority of rainfall occurring from November through March.

Refer to Section 3.2, *Air Quality*, for additional information about weather and wind patterns.

Project Corridor Setting

Surface Water

This section describes the surface water features along the Project corridor and the existing beneficial uses¹ and water quality for those waters.

STREAMS AND DRAINAGE PATTERNS

The SLR extends between Segments 8 and 9 of the Project corridor (**Figure 2-1**). The portion of Segment 8 that crosses over the SLR on the SLR Trestle Bridge is already constructed and therefore not part of the Project.

¹ Beneficial uses are defined in the Basin Plan as existing or potential uses of water in the Central Coastal Basin that must be protected. The Basin Plan then establishes water quality standards and the level of treatment necessary to maintain the standards and ensure the continuance of the beneficial uses (CCRWQCB 2019).

Segment 9 of the Project crosses several waterways, including (from west to east) Pilkington Creek, Woods Lagoon (Santa Cruz Harbor), Leona Creek, and Stream 1545 (**Figure 3.8-1**). Leona Creek and Stream 1545 feed into Schwan Lake (also called Schwan Lagoon). In general, the area surrounding the Project corridor drains into the City and Santa Cruz County (County) storm drain systems and ultimately to the Pacific Ocean (Monterey Bay). The western end of Segment 9 flows to the SLR and into the bay. All of these stream courses and waterbodies have been manipulated to some extent, and flow is conveyed via constrained channels and via tunnels and culverts under roadways and the rail corridor.

SURFACE WATER QUALITY

The San Lorenzo Hydrologic Sub-Area includes the Cities and communities of Santa Cruz, Scotts Valley, Felton, Ben Lomond, and Boulder Creek. Much of the watershed is forested except for these pockets of urban areas. The SLR is listed on the 2002 Clean Water Act (CWA) Section 303(d) List of Water Quality Limited Segments for sediment, pathogens, and nutrients. A sediment Total Maximum Daily Load (TMDL) for the SLR (and associated tributaries Carbonera Creek, Lompico Creek, and Shingle Mill Creek) has been adopted by the Regional Water Quality Control Board (RWQCB).

The Arana Gulch-Rodeo watershed covers a 3.5-square-mile area at the eastern edge of the City and unincorporated County. The Arana Gulch-Rodeo watershed originates in the Santa Cruz Mountains and flows into Woods Lagoon (Santa Cruz Harbor), Schwan Lagoon, Corcoran Lagoon, and ultimately Monterey Bay.

The CCRWQCB regulates water quality in the Big Basin HA and establishes water quality objectives and requirements for the quality of point and nonpoint sources of discharge through the Central Coast Water Quality Control Plan (Basin Plan). A point source of discharge is defined as waste emanating from a single, identifiable point, such as a wastewater treatment plant. A nonpoint source of discharge results from drainage and percolation of agricultural and urban stormwater runoff.

The Basin Plan defines beneficial uses of several streams and estuaries within or adjacent to the Project corridor. The beneficial uses for those waterbodies are listed below in **Table 3.8-2**. Based on the established beneficial uses listed below, the CCRWQCB established water quality standards and the level of treatment necessary to maintain the standards and ensure the continuance of the beneficial uses.

The Basin Plan also defines beneficial uses for coastal waters in the region. Santa Cruz Harbor is recognized as providing the beneficial uses of Water Contact Recreation, Non-Contact Water Recreation, Industrial Service Supply, Navigation, Marine Habitat, and Commercial and Sport Fishing. San Lorenzo Estuary is recognized as providing the beneficial uses of Water Contact Recreation, Non-Contact Water Recreation, Navigation, Marine Habitat, Shellfish Harvesting, Commercial and Sport Fishing, and Wildlife Habitat.

Table 3.8-2 Beneficial Uses of Waterbodies in the Project Corridor

Beneficial Uses	Waterbody Name			
	San Lorenzo River	Arana Gulch	Woods Lagoon	Schwann Lake
Municipal and Domestic Supply	X	X		
Agricultural Supply	X			
Industrial Process Supply				
Industrial Service Supply	X			
Groundwater Recharge	X	X		
Water Contact Recreation	X	X	X	X
Non-Contact Water Recreation	X	X	X	X
Wildlife Habitat	X	X	X	X
Cold Fresh Water Habitat	X	X		
Warm Fresh Water Habitat				X
Migration of Aquatic Organisms	X	X	X	
Spawning, Reproduction, and/or Early Development	X	X	X	X
Preservation of Biological Habitats of Special Significance	X			X
Rare, Threatened, or Endangered Species	X			X
Estuarine Habitat		X	X	
Fresh Water Replenishment	X			
Commercial and Sport Fishing	X	X	X	X
Shellfish Harvesting			X	

Source: CCRWQCB 2019.

Groundwater

This section describes the groundwater basins, or aquifers, that underlie the Project corridor. The storage capacity, current estimated amount of groundwater in storage, and quality of the groundwater are reported based on available data.

GROUNDWATER STORAGE CAPACITY AND LEVELS

Two coastal aquifers underlie the Project corridor. The West Santa Cruz Terrace Groundwater Basin underlies approximately 1 mile of the western portion of the Project corridor. The Santa Cruz Mid-County Groundwater Basin underlies approximately 1.2 miles of the eastern portion of the Project corridor. Both groundwater basins are narrow, measuring approximately 0.3 to 0.4 mile in width, and lie beneath the marine terraces that support the Project corridor. **Figure 3.8-2** shows these two coastal basins in relation to the Project corridor.

The West Santa Cruz Terrace Groundwater Basin is bounded to the south by Monterey Bay and to the north by a series of hills that define the contact of Quaternary and Pliocene deposits (Purisima Formation). The eastern boundary coincides with the western boundary of the Soquel Creek Water District, and the Soquel Valley Groundwater Basin. The western and northwestern boundaries include pre-Cretaceous metasedimentary rocks (Jennings 1958). The basin extends northward upstream along the SLR. West Santa Cruz Terrace is a basin with approximately 126 wells, approximately 11 of which are water supply wells (Groundwater Exchange 2022). The West Santa Cruz Terrace Groundwater Basin is not in a critical overdraft.

The lateral boundaries of the Santa Cruz Mid-County Groundwater Basin generally follow the definable limits of the stacked Purisima Formation aquifer system and the Aromas Red Sands, plus some other Tertiary-aged units that occur between the base of the Purisima Formation and the granitic basement of the Basin. The western boundary of the basin follows the watershed boundary between Carbonera Creek and Branciforte Creek where the Purisima Formation is eroded to the granitic basement and is considered a barrier to groundwater flow. The watershed boundary extends north from the Pacific Ocean separating the Mid-County Groundwater Basin from the West Santa Cruz Terrace Basin to the west. The Santa Cruz Mid-County Groundwater Basin is a high priority groundwater basin in critical overdraft and threatened by seawater intrusion (MCGA 2019).

GROUNDWATER QUALITY

Groundwater produced in the Santa Cruz Mid-County Groundwater Basin is generally of good quality and does not regularly exceed primary drinking water standards. A few naturally occurring constituents, including iron and manganese exceed drinking water standards in parts of the Santa Cruz Mid-County Groundwater Basin. As previously mentioned, some coastal monitoring wells have elevated chloride and total dissolved solids concentrations associated with seawater intrusion (MCGA 2019). There is no water quality information for the West Santa Cruz Terrace Groundwater Basin.

Hazards

FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD HAZARD ZONES

The Federal Emergency Management Agency (FEMA) establishes base flood heights for the 100-year flood zone and the 500-year flood zone. The 100-year flood zone is defined as the area that could be inundated by a flood that has a 1% probability of occurring in any given year, or once every 100 years. The 500-year flood zone is defined as the area that could be inundated by a flood that has a

0.2% probability of occurring in any given year, or once in 500 years. The Project corridor crosses the Santa Cruz Harbor Zone AE, an area subject to inundation 100-year flood event. In addition, the far western portion of the Project crosses a FEMA Zone A99 along Beach Street, between Pacific Avenue and SLR Trestle Bridge (Balance Hydrologics 2022). A Zone A99 is an area protected from the 1% chance flood (100-year) event by a federal flood protection system under construction.

MUDFLOW, SEICHE, TSUNAMI

The Project corridor is generally flat and not surrounded by steep slopes, and the Project is therefore not subject to inundation by mudflow.

A seiche is a standing wave oscillating in a body of water and may occur in any enclosed or semi-enclosed bodies of water, such as bays and lakes. Seiches are typically caused by strong wind and rapid changes in atmospheric pressure. They can also form along ocean shelves and harbors due to earthquakes, tsunamis, or severe storm fronts. Along Segment 9, the trail passes adjacent to Schwann Lagoon, which is an enclosed body of water.

A tsunami is a series of waves generated by an impulsive disturbance in the ocean or in a small, connected body of water. Tsunamis are produced when movement occurs on faults in the ocean floor, usually during very large earthquakes. Sudden vertical movement of the ocean floor when fault movement occurs can displace the overlying water column, creating a wave that travels outward from the earthquake source. An earthquake anywhere in the Pacific can cause tsunamis around the entire Pacific basin. Since the Pacific Rim is highly seismically active, tsunamis are not uncommon (City of Santa Cruz 2017). For example, in January 2022, a tsunami caused by an underwater volcano near Tonga caused damage to utility infrastructure, pilings, and facilities such as restrooms and showers in the Santa Cruz Harbor, and in 2011, a tsunami caused by an 8.9 magnitude earthquake off the coast of Japan caused extensive damage to the coastline and Santa Cruz Harbor. **Figure 3.8-3** shows the extent of the tsunami inundation area in the Project corridor and indicates that 0.8 mile of the Project corridor is mapped in a tsunami inundation area.

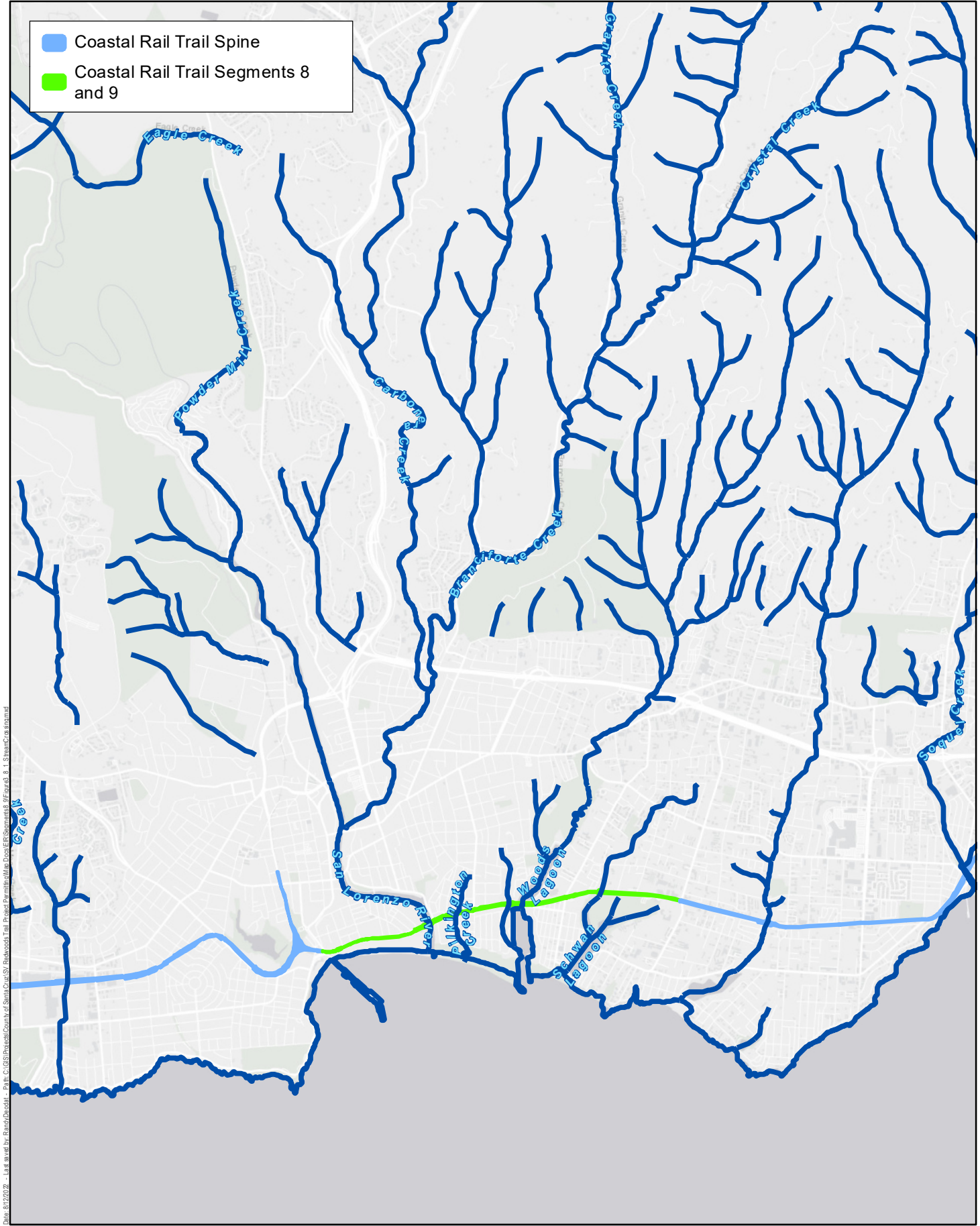
3.8.2 Regulatory Setting

This section describes the federal, state, regional, and local plans, policies, and laws relevant to hydrology and water quality for the Project.

Federal

Federal Clean Water Act

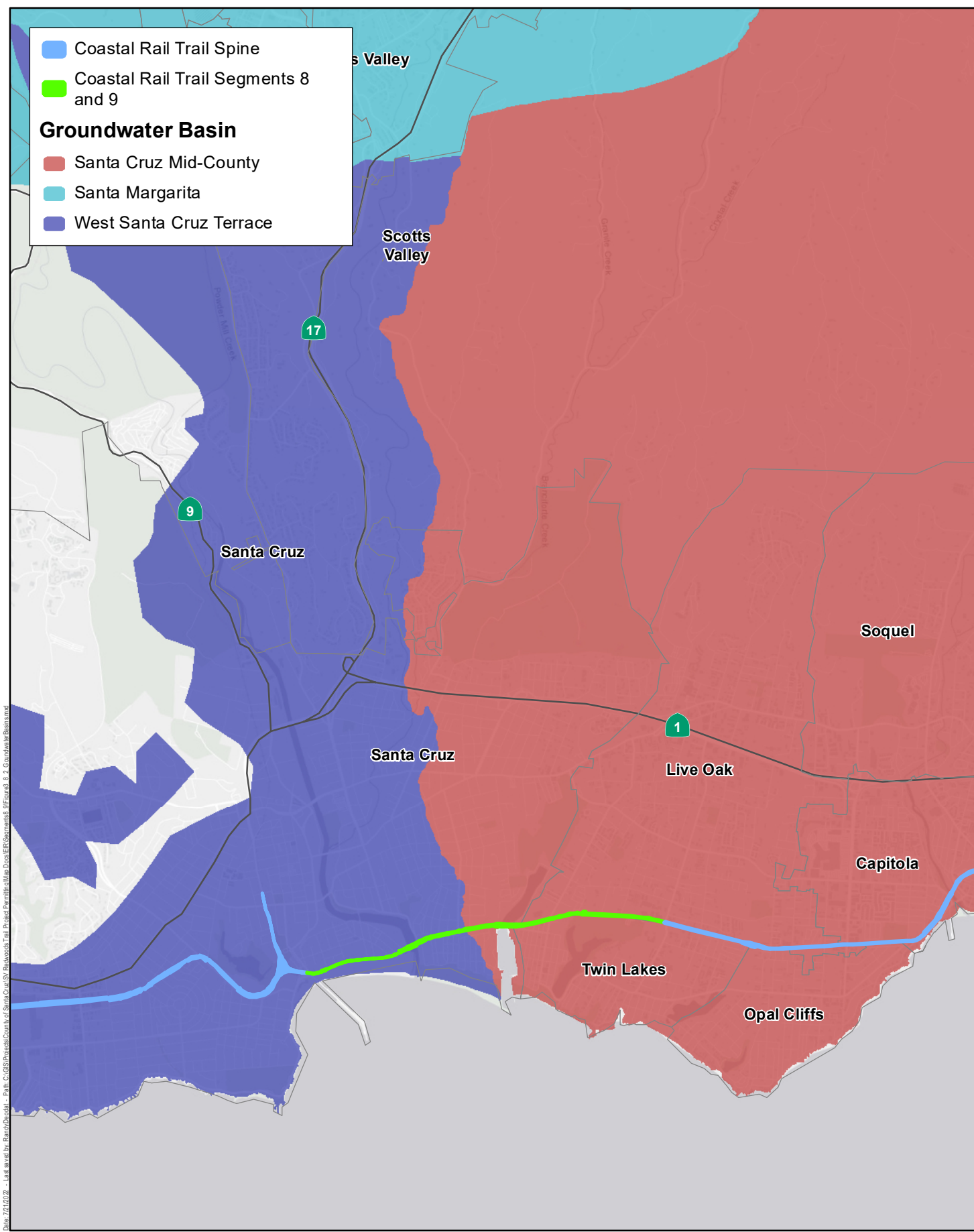
In 1972, Congress passed the Federal Water Pollution Control Act, commonly known as the CWA, with the goal of “restor[ing] and maintain[ing] the chemical, physical, and biological integrity of the Nation’s waters” (33 U.S.C. 1251[a]). The CWA directs states to establish water quality standards for all waters of the United States and to review such standards on a triennial basis and consider updating them. Section 319 mandates specific actions for the control of pollution from nonpoint sources. The U.S. Environmental Protection Agency has delegated responsibility for implementation of portions of the CWA, including water quality control planning and control programs, such as the National Pollutant Discharge Elimination System (NPDES) Program, to the State Water Resources Control Board (SWRCB) and the RWQCBs.



Date: 8/12/2022 - 1:14:41 PM saved by: Randi Duvall - Path: C:\GIS\Projects\County of Santa Cruz\SV Redwoods Trail Project\Permitting\Map Docs\ERS\Segments 8 & 9\Figure 3.8 - 1 Stream Crossings.mxd

Source: USFWS 2022.

Figure 3.8-1



- Coastal Rail Trail Spine
- Coastal Rail Trail Segments 8 and 9

Groundwater Basin

- Santa Cruz Mid-County
- Santa Margarita
- West Santa Cruz Terrace

Date: 7/21/2022 - 1:14:54 PM - Path: C:\GIS\Projects\County of Santa Cruz\SV Redwoods Trail Project\Permitting\Map Docs\EIR\Segments 8 & 9\Figure 3.8-2 Groundwater Basins.mxd

Source: California Department of Water Resources 2015.



Harris & Associates

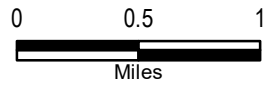
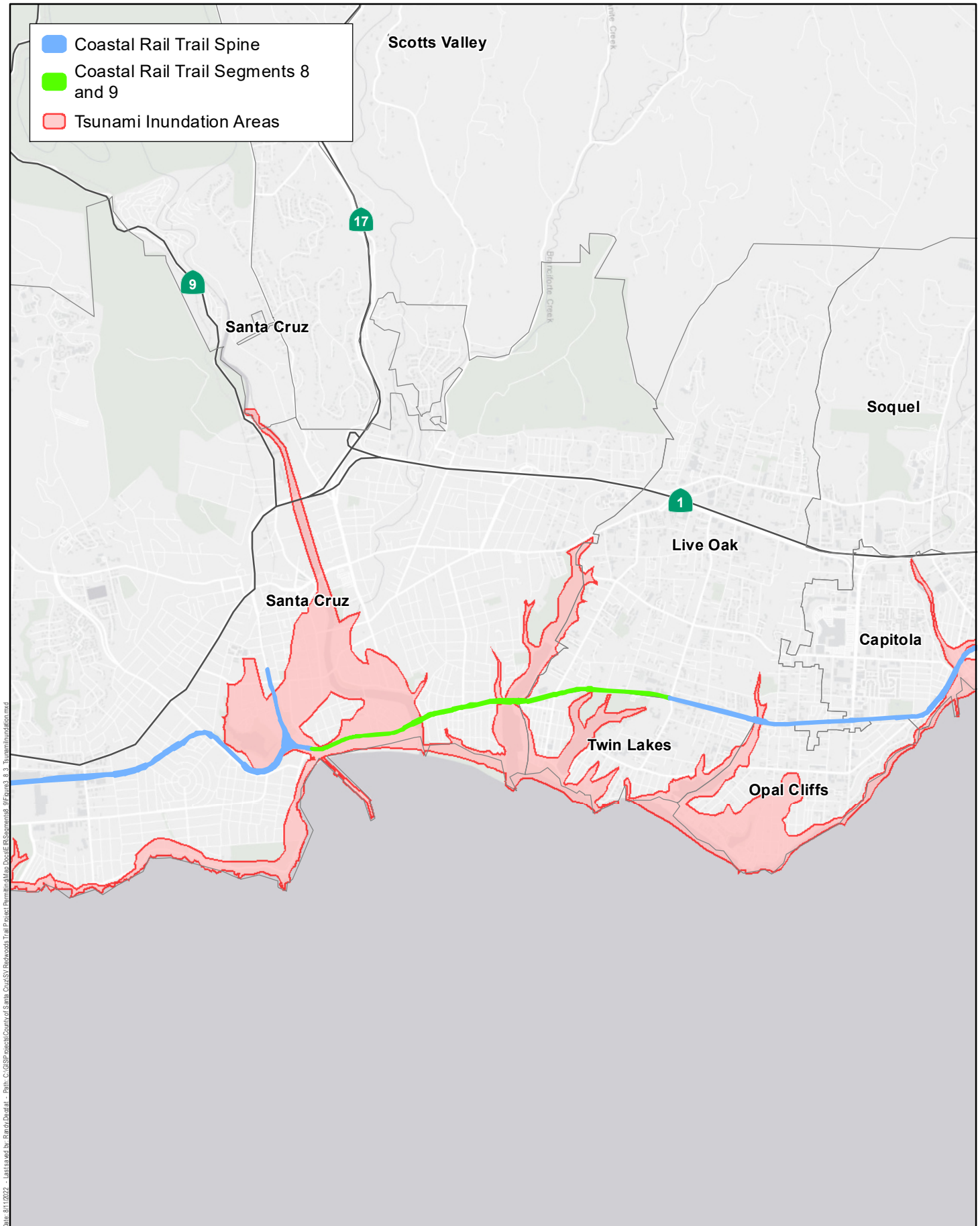


Figure 3.8-2

Groundwater Basins

Coastal Rail Trail Segments 8 and 9



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Source: Department of Conservation 2009.



Harris & Associates

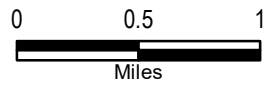


Figure 3.8-3

Tsunami Inundation Areas
Coastal Rail Trail Segments 8 and 9

Section 303(c)(2)(b) of the CWA requires states to adopt water quality standards for all surface waters of the United States based on the water body’s designated beneficial use. Water quality standards are typically numeric, although narrative criteria based on biomonitoring methods may be employed where numerical standards cannot be established or where they are needed to supplement numerical standards. Water quality standards applicable to the Project are provided in the Basin Plan (CCRWQCB 2019).

Section 303(d) of the CWA bridges the technology-based and water quality-based approaches for managing water quality. Section 303(d) requires that states make a list of waters that are not attaining standards after the technology-based limits are put into place. For waters on this list and where the U.S. Environmental Protection Agency administrator deems they are appropriate, states are to develop TMDL. TMDLs are established at the level necessary to implement the applicable water quality standards. A TMDL must account for all sources of the pollutants that caused the water to be listed. A sediment TMDL for the SLR (and associated tributaries Carbonera Creek, Lompico Creek, and Shingle Mill Creek) has been adopted by the RWQCB.

Section 402 of the CWA established the NPDES. The goal of the NPDES nonpoint source regulations is to improve the quality of stormwater discharged to receiving waters to the “maximum extent practicable” through the use of best management practices (BMPs). The NPDES permit system was established in the CWA to regulate point source discharges (a municipal or industrial discharge at a specific location or pipe) and certain types of diffuse discharges, including urban stormwater and construction site runoff.

The SWRCB permits all regulated construction activities under NPDES General Permit for Stormwater Discharges Associated with Construction Activity (adopted September 2, 2009), known as the “Construction General Permit.” Every construction project that disturbs 1 or more acres of land surface or that is part of a common plan of development or sale that disturbs more than 1 acre of land surface would require coverage under this Construction General Permit. To obtain coverage under this Construction General Permit, the landowner or other applicable entity must file Permit Registration Documents prior to the commencement of construction activity and mail the appropriate permit fee to the SWRCB. The Permit Registration Documents include a Notice of Intent, Stormwater Pollution Prevention Plan (SWPPP), and other documents required by the Construction General Permit. Since the Project would disturb more than 1 acre, construction of the Project would be subject to these Construction General Permit requirements.

Construction activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground, such as stockpiling or excavation, that result in soil disturbances of at least 1 acre of total land area. The SWPPP has two major objectives: (1) to help identify the sources of sediment and other pollutants that affect the quality of stormwater discharges, and (2) to describe and ensure the implementation of BMPs to reduce or eliminate sediment and other pollutants in stormwater and non-stormwater discharges. BMPs are intended to reduce impacts to the maximum extent practicable.

Section 404 of the CWA prohibits the discharge of any pollutants into waters of the United States except as allowed by permit. Section 404 of the CWA authorizes the U.S. Army Corps of Engineers to issue permits for and to regulate the discharge of dredged or fill materials into wetlands or other waters of the United States. Under the CWA and its implementing regulations, “waters of the United States” are broadly defined to consist of rivers, creeks, streams, and lakes extending to their headwaters, including adjacent wetlands.

Federal Emergency Management Agency

FEMA formed in 1979 as an independent agency and became part of the Department of Homeland Security in March 2003. The agency is tasked with responding to, planning for, recovering from, and mitigating against disasters. FEMA is responsible for determining flood elevations and floodplain boundaries based on U.S. Army Corps of Engineers studies and approved agency studies, as well as for coordinating the federal response to floods, earthquakes, hurricanes, and other natural or human-made disasters. FEMA also provides disaster assistance to states, communities, and individuals.

FEMA distributes Flood Insurance Rate Maps that identify the locations of special flood hazard areas, including the 100-year flood zone. Executive Order 11988 (Flood Plain Management) links the need to protect lives and property with the need to restore and preserve natural and beneficial floodplain values. Specifically, federal agencies are directed to avoid conducting, allowing, or supporting actions on the base floodplain unless the agency finds that the base floodplain is the only practicable alternative location. As noted previously, one location along the Project corridor is crossed by a 100-year flood hazard zone.

Similarly, Department of Transportation Order 5650.2 implements Executive Order 11988 and was issued pursuant to the National Environmental Policy Act of 1969, the National Flood Insurance Act of 1968, and the Flood Disaster Protection Act of 1973. The order prescribes policies and procedures for ensuring that proper consideration is given to avoidance and mitigation of adverse floodplain impacts in agency actions, planning programs, and budget requests.

State

Porter-Cologne Water Quality Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne Act) establishes the SWRCB and each RWQCB as the principal state agencies for coordinating and controlling water quality in California. Specifically, the Porter-Cologne Act authorizes the SWRCB to adopt, review, and revise policies for all surface waters and groundwater of the state and directs the RWQCBs to develop regional basin plans.

The CCRWQCB has the authority to implement water quality protection standards through the issuance of permits for discharges to waters in its jurisdiction. As described previously, water quality objectives for receiving waters in the County are specified in the Basin Plan prepared by the CCRWQCB, in compliance with the federal CWA and the Porter-Cologne Act. The principal elements of the Basin Plan are a statement of beneficial water uses protected under the plan, water quality objectives necessary to protect the designated beneficial water uses, and strategies and time schedules for achieving the water quality objectives. Together, narrative and numerical objectives define the level of water quality that shall be maintained in the region. The water quality objectives are achieved primarily through the establishment and enforcement of waste discharge requirements (WDRs).

The RWQCBs have primary responsibility for issuing WDRs. The RWQCBs may issue individual WDRs to cover individual discharges or general WDRs to cover a category of discharges. WDRs may include effluent limitations or other requirements designed to implement applicable water quality control plans, including designated beneficial uses and the water quality objectives established to protect those uses and prevent the creation of nuisance conditions. Violations of WDRs may be addressed by issuing Cleanup and Abatement Orders or Cease and Desist Orders, assessing administrative civil liability, or seeking imposition of judicial civil liability or judicial injunctive relief.

California Coastal Act

The California Coastal Commission was established in 1972 and is responsible for protecting, conserving, and restoring water quality in coastal environments as detailed in Sections 30230 and 30231 of the California Coastal Act. The California Coastal Commission establishes policies that address shoreline public access and recreation, habitat protection, aesthetic resources, public works, and other uses. The act provides long-term protection of California's coastline for the benefit of the public. In order to meet the requirements of Sections 30230 and 30231, the California Coastal Commission requires site design, source control, and treatment BMPs. New development and redevelopment projects located in a Coastal Zone are required to apply for a Coastal Development Permit prior to construction. The Coastal Development Permit requires projects to demonstrate water quality protection through the implementation of appropriate BMPs.

The California Coastal Act includes specific policy language protecting wetlands, which are defined as all areas meeting at least one wetland parameter. California Public Resources Code, Section 30233, limits permissible uses within wetlands to a handful of authorized uses, including "nature study" and "similar resource-dependent activities." Even these limited activities are only permitted "where feasible mitigation measures have been provided to minimize adverse environmental effects" and "where there is no feasible less environmentally damaging alternative."

Regional

Central Coast Basin Plan

Each RWQCB is required to adopt a Water Quality Control Plan or Basin Plan that recognizes and reflects the regional differences in existing water quality, the beneficial uses of the region's ground and surface water, and local water quality conditions and problems.

The Project corridor is located in the Central Coast Basin, Region 3. The Water Quality Control Plan for the Central Coast Basin was adopted in 1971 and last revised in 2019. The Central Coast Basin Plan provides direction on the beneficial uses of state waters in Region 3, describes the water quality that must be maintained to support such uses, and provides programs, projects, and other actions necessary to achieve the standards established in the Central Coast Basin Plan.

Santa Cruz Mid-County Groundwater Sustainability Plan

The State of California enacted the Sustainable Groundwater Management Act, effective January 1, 2015, as the first legislation in the state's history to mandate comprehensive sustainable groundwater resources management.

The Santa Cruz Mid-County Groundwater Agency was formed under the Sustainable Groundwater Management Act to develop the Santa Cruz Mid-County Groundwater Sustainability Plan for the Santa Cruz Mid-County Groundwater Basin, which is a high priority groundwater basin in critical overdraft and threatened by seawater intrusion (MCGA 2019). The intent of the Santa Cruz Mid-County Groundwater Sustainability Plan is to guide long-term management of the shared groundwater resource to ensure a reliable water supply for community needs and the natural environment now and into the future.

Of note, the West Santa Cruz Terrace Groundwater Basin is not subject to the Sustainable Groundwater Management Act and thus does not have a groundwater sustainability plan (California's Groundwater Bulletin 118 2004).

Local

City of Santa Cruz General Plan

The *Civic and Communities* chapter of the City's General Plan contains goals, policies and actions that set forth measures to avoid and minimize adverse impacts to drainage patterns and stormwater systems including to provide for a sustainable and efficient stormwater system (Goal CC5). Policy CC5.1 to develop and maintain a Stormwater Master Plan and 12 accompanying actions set forth measures to manage stormwater drainage and water quality. In addition, several policies and actions in other chapters of the City's General Plan also seek to protect critical facilities and new development from flood hazards (HZ1 and HZ6 and actions) and hazards from tsunamis or dam failure (HZ6.6).

City of Santa Cruz Municipal Code

The City's Municipal Code, Section 16.19.140, requires that any construction project, including those undertaken under any permit or approval granted pursuant to Titles 15 (Streets and Sidewalks), 18 (Buildings and Construction), and 24 (Zoning) of the City's Municipal Code, shall implement BMPs including the City's mandatory BMP detailed in the latest BMP manual published by the City's Public Works Department. BMPs are required to be maintained in full force and effect throughout the life of a project.

The Grading Ordinance is a subset of Title 18, *Buildings and Construction*, of the City's Municipal Code and is included in Chapter 18.45, *Excavation and Grading Regulations*. It provides technical regulations of grading and excavation, in conjunction with the Environmental Resource Management provisions (City's Municipal Code, Title 24, Chapter 24.14), in order to safeguard life, health, safety, and the public welfare; protect fish and wildlife, riparian corridors and habitats, water supplies, and private and public property; and protect the environment from the effects of flooding, accelerated erosion, and/or deposition of silt. The ordinance accomplishes this by providing guidelines, regulations, and minimum standards for clearing, excavation, cuts, fills, earth moving, grading operations (including cumulative grading), water runoff and sediment control. In addition, the ordinance includes provisions regarding administrative procedures for issuance of permits and approval of plans and inspections during construction and subsequent maintenance. Section 18.45.110 also provides erosion control requirements for cut/fill slopes in addition to the requirements outlined in Section 24.14.060.

Section 24.14.400, *Floodplain Management*, sets forth requirements and procedures to protect properties against flood hazards and comply with National Flood Insurance Program requirements. The regulations set forth programs for floodplain management and specify circumstances in which floodproofing of structures may be required.

Santa Cruz County General Plan and Local Coastal Program

The County's General Plan and Local Coastal Program (1994) also provides the following objectives and policies to protect surface water quality and groundwater:

- **Objective 5.4. Monterey Bay and Coastal Water Quality.** To improve the water quality of Monterey Bay and other Santa Cruz County coastal waters by supporting and/or requiring the best management practices for the control and treatment of urban runoff and wastewater discharges in order to maintain local, state, and national water quality standards, protect

County residents from health hazards of water pollution, protect the County's sensitive marine habitats and prevent the degradation of the scenic character of the region.

- **Policy 5.4.1. Protecting the Monterey Bay National Marine Sanctuary from Adverse Impacts.** Prohibit activities which could adversely impact sensitive habitats of the Monterey Bay National Marine Sanctuary, including the discharge of wastes and hazardous materials. The main sources of concern are wastewater discharge, urban runoff, toxic agricultural drainage water, including that originating outside of Santa Cruz County, and the accidental release of oil or other hazardous material from coastal tanker traffic.
- **Policy 5.4.14. Water Pollution from Urban Runoff.** Review proposed development projects for their potential to contribute to water pollution via increased storm water runoff. Utilize erosion control measures, on-site detention and other appropriate storm water best management practices to reduce pollution from urban runoff.
- **Policy 5.7.1. Impacts from New Development on Water Quality.** Prohibit new development adjacent to marshes, streams and bodies of water if such development would cause adverse impacts on water quality which cannot be fully mitigated.
- **Policy 5.7.6. Maintaining Saltwater Inflow to Coastal Lagoons.** Prohibit new development, site alteration or road projects adjacent to coastal lagoons unless it can be demonstrated that such projects will not restrict, impound or otherwise interfere with the natural drainage patterns and tidal circulation.
- **Policy 6.4.1. Geologic Hazards Assessment Required in Flood Hazard Areas.** Require a geologic hazards assessment of all development proposals within the County's flood hazard areas in order to identify flood hazards and development constraints.
- **Policy 6.4.2. Development Proposals Protected from Flood Hazard.** Approve only those grading applications and development proposals that are adequately protected from flood hazard and which do not add to flooding damage potential. This may include the requirement for foundation design which minimizes displacement of flood waters, as well as other mitigation measures.
- **Policy 6.4.3. Development on or Adjacent to Coastal Bluffs and Beaches.** Allow development in areas immediately adjacent to coastal bluffs and beaches only if a geologist determines that wave action, storm swell and tsunami inundation are not a hazard to the proposed development or that such hazard can be adequately mitigated. Such determination shall be made by the County Geologist, or a certified engineering geologist may conduct this review at applicant's choice and expense. Apply Coastal Bluffs and Beaches policies.
- **Policy 6.4.4. Locate Public Facilities Outside Flood Hazard Areas.** Require new utilities, critical facilities, and non-essential public structures to be located outside the 100-year flood and coastal high hazard areas, unless such facilities are necessary to serve existing uses, there is no other feasible location, and construction of these structures will not increase hazards to life or property within or adjacent to the floodplain or coastal inundation areas.

Santa Cruz County Municipal Code

The County Department of Environmental Health Services monitors water quality within the County. The department also works with the RWQCB to regulate and monitor water quality. Chapter 16.24 of the County's Municipal Code also includes policies for the protection of water quality regarding

increases in turbidity and settleable solids. In addition, Chapter 7.79 of the County's Municipal Code provides regulations for runoff control, including compliance with NPDES stormwater discharge permits. In addition, Chapter 16.20 of the County's Municipal Code provides grading regulations to safeguard health, safety, and the public welfare; to minimize erosion and the extent of grading; to protect fish and wildlife; to protect the watersheds; to ensure the natural appearance of grading projects; and to otherwise protect the natural environment of the County.

3.8.3 Methodology and Significance Thresholds

Methodology

This section describes the potential environmental impacts of the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* and the *Optional First Phase: Trail on the Rail line (Interim Trail)* relevant to hydrology and water quality. The impact analysis is based on an assessment of baseline conditions for the Project corridor, including climate, topography, watersheds and surface waters, groundwater, and floodplains (refer to Section 3.8.1, *Existing Conditions*) and the potential changes to these conditions that would be caused by project construction and operation in light of relevant regulations and policies. This analysis identifies potentially significant impacts based on the identified thresholds and recommends mitigation measures, when necessary, to avoid or minimize impacts.

Significance Thresholds

The introduction in Chapter 3, *Environmental Impact Analysis*, states that the significance thresholds used in this analysis are based on Appendix G of the *California Environmental Quality Act (CEQA) Guidelines*, which provides a sample Initial Study checklist that includes a number of factual inquiries related to the subject of hydrology and water quality, as well as the other environmental topics. Thus, the letters and thresholds presented below correspond with the questions in the Appendix G Initial Study checklist.

For the purposes of this Environmental Impact Report, a significant impact would occur if implementation of the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* or the *Optional First Phase: Trail on the Rail line (Interim Trail)* would result in any of the following conditions:

- A. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.
- B. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.
- C. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:
 - 1. Result in substantial erosion or siltation on- or off-site.
 - 2. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite.
 - 3. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.
 - 4. Impede or redirect flood flows.

- D. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
- E. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Threshold D should be understood against the backdrop of the California Supreme Court’s decision in *California Building Industry Association v. Bay Area Air Quality Management District* (2015) (62 Cal.4th 369, 377–378). In that case, the court held that “agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project’s future users or residents. But when a proposed project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the *project’s* impact on the environment—and not the *environment’s* impact on the project—that compels an evaluation of how future residents or users could be affected by exacerbated conditions” (original italics). When the case was remanded from the Supreme Court down to the Court of Appeal, the latter body noted that, for a public project, a lead agency could choose to disregard these limitations on the scope of CEQA analysis, and could voluntarily address the effects of pre-existing environmental hazards of project users (*California Building Industry Association v. Bay Area Air Quality Management District* (2016) 2 Cal.App.5th 1067, 1082–1083).

In light of the *California Building Industry Association v. Bay Area Air Quality Management District* decision, the City is not required by CEQA to address the extent to which trail users could be subject to risks from seiches, tsunamis, or mudflows. Even so, the City believes that such issues are important from a public policy standpoint and has addressed them for that reason. Thus, readers should treat the following discussion of these impacts as being beyond the scope of CEQA and provided to the public on a voluntary basis in the interests of full disclosure.

3.8.4 Project Impact Analysis

For each impact, the analysis for the Ultimate Trail Configuration is presented first, followed by the analysis for the optional first phase Interim Trail. The analysis of the Interim Trail has a separate impact discussion for each of the following three parts: (1) implementation of the Interim Trail, which includes removal of the rail and construction of the trail on the rail line; (2) demolition of the Interim Trail and rebuilding the rail line; and (3) construction of the Ultimate Trail Configuration alongside the rail.

<p>Threshold A: Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.</p> <p>Threshold E: Conflict with or obstruct implementation of a <u>water quality control plan</u> or sustainable groundwater management plan.</p>
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Impact HYD-1 THE PROJECT WOULD NOT VIOLATE ANY WATER QUALITY STANDARDS OR WASTE DISCHARGE REQUIREMENTS OR OTHERWISE SUBSTANTIALLY DEGRADE SURFACE OR GROUNDWATER QUALITY NOR CONFLICT WITH WATER QUALITY CONTROL PLAN. (ULTIMATE TRAIL CONFIGURATION: LESS THAN SIGNIFICANT; OPTIONAL INTERIM TRAIL: LESS THAN SIGNIFICANT)

Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration)

Construction

Construction of the Project would include excavation of material sources, clearing and grubbing, tree removal; grading, retaining wall construction, drainage improvements, placement of crushed aggregate base and paved surface; and revegetation, installation of fencing, signs, and other trail and safety related features. As described in Section 2.6, *Project Construction (Table 2-2)*, construction of the Project (Ultimate Trail Configuration) would disturb approximately 3 acres.

Construction staging, equipment staging, and stockpiling would take place on existing disturbed or paved areas along the railroad right-of-way, at least 50 feet from drainages or waterways. Potential construction staging areas include vacant land identified in Section 2.6.1, *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)*. All equipment and materials would be stored, maintained, and refueled in designated portions of the staging areas in accordance with permit requirements. As such, there would be no staging in areas with sensitive biological resources or adjacent to drainages.

Construction of the Project could result in soil erosion due to earthmoving activities such as excavation, grading, soil compaction and moving, soil stockpiling, and slope modification. Although the Project corridor is generally flat, runoff during a large storm event could occur as sheet flow across the Project alignment. This runoff has the potential to result in substantial amounts of erosion, resulting in off-site sediment transport via stormwater runoff. The types of pollutants contained in runoff from construction sites along the Project corridor could include sediments and contaminants such as oils and fuels from construction equipment. Additionally, existing pollutants that may be present in the Project corridor, such as nutrients, pesticides, herbicides, trace metals, and hydrocarbons, could attach to sediment and be transported downstream through erosion to nearby drainages or into Monterey Bay, contributing to degradation of water quality.

Construction of the Project could also potentially result in the accidental release of hazardous materials such as diesel fuel, gasoline, lubricant oils, hydraulic fluid, antifreeze, transmission fluid, cement slurry, and other fluids required for the operation of construction vehicles or equipment. Motorized equipment used at the Project site during construction could also leak the previously described hazardous fluids due to inadequate or improper maintenance, unnoticed or unrepaired damage, improper refueling, or operator error. These accidentally released or leaked hazardous materials could directly or indirectly impact water quality during a subsequent storm event, when the spilled material could come in contact with or be washed into flowing water and eventually enter a nearby drainage or Monterey Bay. Similarly, groundwater could be contaminated through direct or indirect contact with potentially harmful or hazardous materials.

Because construction of the Project would disturb over 1 acre, it would be subject to the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2012-0006-DWQ) adopted by the SWRCB. Compliance with the permit requires each qualifying development project to file a Notice of Intent with the SWRCB. Permit conditions require development of a SWPPP that must describe the site, facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved

local plans, control of construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Additionally, inspection of construction sites before and after storms is required to identify stormwater discharge from the construction activity and to identify and implement erosion controls, where necessary. Implementation of the required SWPPP would reduce the potential for eroded soil and any contaminants attached to that soil to contaminate a waterbody following a storm event.

The City's Grading Ordinance contains expanded requirements for grading, site erosion control, and requirements. This ordinance affects grading construction sites of any size. In addition, Chapter 7.79 of the County's Municipal Code provides regulations for runoff control, including compliance with NPDES stormwater discharge permits, and Chapter 16.20 of the County's Municipal Code provides grading regulations to minimize erosion.

Further, the Project includes BMPs to be implemented during construction to include but are not limited to the following:

- Limit grading activities during periods of high wind (over 15 miles per hour) or water for dust suppression
- Water active construction areas as needed based on the activity, soil, and wind exposure
- Apply soil stabilizers on inactive construction areas (disturbed lands unused for 4 consecutive days)
- Apply native hydro-seed or non-toxic binders to exposed areas after cut/fill operations
- Maintain at least 2-foot freeboard in haul trucks, and cover all trucks hauling dirt, sand, or other loose materials
- Cover inactive storage piles
- Install perimeter protection (e.g., silt fence, fiber rolls) to prevent contaminated construction runoff from leaving the construction site
- Install project storm drain catch basin and inlet protection (e.g., inlet filters, fiber rolls, gravel bags)
- Implement additional measures in the Soil Management Plan to be prepared by the City, County, or their construction contractor

Implementation of the BMPs to be included in the construction specifications and compliance with the NPDES-required SWPPP, City's Grading Ordinance, and County's grading regulations would reduce the risk of water degradation on and off site from soil erosion and other pollutants related to construction activities would not obstruct or conflict with the implementation of the Central Coast Basin Plan. Therefore, this construction-related impact of the Project would be **less than significant**. No mitigation is required.

Operation

There is a possibility that project operation could generate pollutants that could degrade the surface water quality of downstream receiving waters. The Central Coast Basin Plan stormwater program objectives include identification and elimination of pollutant contact with stormwater by implementation of BMPs.

Pollutant sources could include trash and debris from inadvertent littering and illegal disposal, pathogens from pet wastes, and contaminants in stormwater runoff.

As described in Section 2.4.1, *Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration)*, the trail would extend past several areas with existing trash receptacles (e.g., Main Beach, Santa Cruz Harbor, Simpkins Swim Center), and additional trash receptacles, including recycling receptacles and dog waste stations, would be added at four roadway crossings (Mott Avenue, Seabright Avenue, 7th Avenue, 17th Avenue).

The current plans for the Project include several stormwater quality management measures, such as the relocation and/or connection to existing systems at 3rd Street/Beach Street intersection, the east side of the SLR Trestle Bridge, Hiawatha Avenue connection, Mott Avenue intersection, Seabright Avenue intersection, Murray Street (between Seabright Avenue and Woods Lagoon Railroad Bridge), East Harbor Connection, 7th Avenue intersection, Live Oak Avenue connection, and El Dorado Avenue connection. In addition, as described in Section 2.6.1 under *Stormwater Drainage*, the Project includes the installation of a V ditch with down drains at the backs of proposed retaining walls to intercept upstream and slope drainage in Segment 9 and storm drain catch basins, pipes, and outlet structures (with outlet energy dissipation) along the length of Segment 9.

Therefore, runoff from new or replaced impervious trail surfaces in Segment 9 would discharge to a proposed graded natural material swale on the northern or southern side of the trail. As described in Section 2.6.1 (under *Stormwater Drainage*), these drainage systems (e.g., swales, V ditches, French drains, pipes) would comply with County Design Criteria Standards, Section H as follows: All drainage improvements shall be designed to convey a minimum 10-year storm event. In addition, means of conveying flood overflows from the site would be per the 25-year storm return period. All runoff generated by the impervious trail surface would first drain to the proposed natural swales alongside the trail. Any trail-generated flows and off-site flows that exceed the capacity (i.e., overflows) of the proposed swales would be diverted to a proposed storm drainpipe system under the trail.

Any off-site flows that would be intercepted by existing or proposed storm drain infrastructure (e.g., catch basins, sidewalk underdrains, V ditches, French drains, swales) would be piped in the new storm drain system under the proposed trail to an outlet structure at an existing storm drain system or creek downstream. Comingling of off-site and trail runoff would be avoided where practically feasible. Stormwater treatment devices (e.g., gross solids removal device, hydrodynamic separators, trash screens, and flow through water quality treatment devices) could be installed, as determined appropriate by the City and/or County, with the proposed storm drain system to treat off-site flows before ultimately discharging to a creek/drainage, river, or ocean, improving water quality.

In addition, general maintenance activities anticipated for the trail include trash/recycling collection and disposal, waste collection bags restock, drainage inspection and cleaning, and trail structure inspection and required maintenance.

The inclusion of stormwater drainage features and treatment devices described above and compliance with the NPDES-required SWPPP would reduce the risk of water degradation on and off site from soil erosion and other pollutants related to operational activities, would minimize the potential for water quality degradation, and would comply with the objectives in the Central Coast Basin Plan. Therefore, the operational impact of the Project would be **less than significant**. No mitigation is required.

In summary, the construction and operation impacts of the Project would be **less than significant**. No mitigation is required.

Optional First Phase: Trail on the Rail Line (Interim Trail)

1) Implementation of Interim Trail

Impacts from implementation of the Interim Trail (Part 1) would be greater than those identified for the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* because construction of the Interim Trail (Part 1) would require substantially more material movement (from demolishing the existing rail) than the Ultimate Trail Configuration, which could result in the additional off-site sediment transport and the potential release of additional pollutants. However, similar to the Ultimate Trail Configuration, implementation of the BMPs to be included in the construction specifications and compliance with the NPDES-required SWPPP, City's Grading Ordinance, and County's grading regulations would reduce the risk of water degradation related to construction activities and would ensure that construction activities would not obstruct or conflict with the implementation of the Central Coast Basin Plan.

Post construction, similar to the Ultimate Trail Configuration, the Interim Trail could generate pollutants from trash and debris from inadvertent littering and illegal disposal, pathogens from pet wastes, and contaminants in stormwater runoff that could degrade the surface water quality of downstream receiving waters. Similar to the Ultimate Trail Configuration, the Interim Trail would incorporate several design features for solid waste disposal and stormwater quality management to control and treat potentially contaminated stormwater runoff before ultimately discharging to a creek/drainage, river or ocean. In addition, general maintenance activities anticipated for the trail include trash/recycling collection and disposal, waste collection bags restock, drainage inspection and cleaning, and trail structure inspection and required maintenance. Refer to the discussion above for the Ultimate Trail Configuration. These stormwater drainage features and treatment devices would minimize the potential for water quality degradation; therefore, the Project ensure that operational activities would not obstruct or conflict with the implementation of the Central Coast Basin Plan.

Therefore, implementation of the Interim Trail (Part 1) would not violate any water quality standards or WDRs or otherwise substantially degrade surface or groundwater quality, and impacts would be **less than significant**. No mitigation is required.

2) Demolition of the Interim Trail and Rebuilding the Rail Line

Demolition of the Interim Trail and rebuilding of the rail line (Part 2) would remove the trail and re-install the rail tracks/ties on the rail bed. The potential construction-related impacts would be similar to but slightly greater than that described above for the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* and optional Interim Trail (Part 1). Demolition of the Interim Trail and rebuilding of the rail line would require substantially more material movement (from demolishing the paved trail), which could result in additional off-site sediment transport and the potential release of additional pollutants during construction activities. However similar to the Ultimate Trail Configuration and Interim Trail Part 1, implementation of the BMPs to be included in the construction specifications and compliance with the NPDES-required SWPPP, City's Grading Ordinance, and County's grading regulations would reduce the risk of water degradation related to construction activities and would not conflict or obstruct the implementation of the Central Coast Basin Plan. There would be no operational impacts because there would be no trail associated with Part 2. The impact would be **less than significant**. No mitigation is required.

3) Construction of the Ultimate Trail Configuration

Construction of the Ultimate Trail Configuration as Part 3 of implementing the optional Interim Trail would be similar to that described above for the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* for construction and operational impacts. Refer to the discussion for Impact HYD-1, under *Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration)*. This impact would be **less than significant**. No mitigation is required.

Combined Effect of Interim Trail Parts 1, 2, 3

The combined effects of the optional Interim Trail (Parts 1, 2, 3) would be an overall increase in construction activities that could result in a violation of water quality standards that could otherwise degrade surface or groundwater quality. However, all three parts of the Interim Trail would be required to comply with federal, state, and local regulations. Further, Parts 1, 2, and 3 would be constructed sequentially, with substantial time (estimate 25 years) between Parts 1 and 3, rather than concurrently. Therefore, the impacts would be **less than significant**. No mitigation is required.

Comparison of Proposed Project Impact with/without Optional Interim Trail

The Project with the optional Interim Trail would have greater impacts with respect to potential violation of water quality standards because the Interim Trail would require two additional construction and demolition activities that would require substantially more material movement than the Project without the optional Interim Trail. However, under either scenario (the Project with or without the optional Interim Trail) would include design features to protect water quality and would be required to comply with the NPDES-required SWPPP, City's Grading Ordinance, and County's grading regulations, which would reduce the risk of water degradation on and off site from soil erosion and other pollutants related to construction activities. Impacts related to operation would be similar with and without the optional Interim Trail. Therefore, under either scenario, the impacts related to water quality would be **less than significant**. No mitigation is required.

Design Option: East Harbor Connection

The impact of implementing the East Harbor Connection, which would be a switchback trail between the Coastal Rail Trail and the East Harbor service road, would be similar to the impact described above for the Ultimate Trail Configuration and the optional Interim Trail. It would be similar because construction activities could result in soil erosion due to earthmoving activities such as excavation, grading, soil compaction and moving, and soil stockpiling. Thus, adding this connection would slightly increase the construction and operational impacts of Project, with or without the Interim Trail. However, as described in Impact HYD-1, this impact would be reduced to **less than significant** with implementation of BMPs and compliance with the required SWPPP during construction; project design measures to manage stormwater flow and treat off-site flows before they ultimately discharge in at a creek/drainage, river, or ocean; and ongoing maintenance of these features and solid waste collection. No mitigation is required.

Threshold B: Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

Threshold E: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Impact HYD-2 THE PROJECT WOULD NOT SUBSTANTIALLY DECREASE GROUNDWATER SUPPLIES OR INTERFERE SUBSTANTIALLY WITH GROUNDWATER RECHARGE. (ULTIMATE TRAIL CONFIGURATION: LESS THAN SIGNIFICANT; OPTIONAL INTERIM TRAIL: LESS THAN SIGNIFICANT)

Proposed Project: Trail Next to Rail Line (Ultimate Rail Configuration)

The Project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin.

Construction and operation of the Project would not use groundwater and therefore would not deplete groundwater resources. However, implementation of the Project could interfere with groundwater recharge by introducing approximately 13,157 square yards of paved impervious surfaces. Impervious surfaces would include new paved surfaces associated with widening the sidewalk in Segment 8 and new trail construction in Segment 9.

Approximately 1 and 1.2 miles of new paved trail associated with the Project would traverse the West Santa Cruz Terrace Ground Basin and Santa Cruz Mid-County Ground Basin, respectively, for a total of 2.2 miles traversing over the two groundwater basins. The typical width of the paved trail would be 12 feet. Following project construction, as discussed above and in Section 2.6.1 under *Stormwater Drainage*, stormwater would surface flow from the new and replaced impervious surfaces into the existing drainage system or natural material swale included in the trail design. In Segment 8, there would be new and replaced impervious surfaces associated from widening the sidewalk, and the slight increased runoff would drain to adjacent vegetated areas. In Segment 9, as described for Impact HYD-1, runoff from new or replaced impervious trail surfaces would discharge to a proposed graded natural material swale on the northern or southern side of the proposed trail. All runoff generated by the impervious surfaces of the proposed trail would first drain to the proposed natural swales alongside the trail. Any trail-generated flows and off-site flows that exceed the capacity (i.e., overflows) of the proposed swales would be diverted to a proposed storm drainpipe system under the trail.

The small amount of new impervious surface area that the Project would introduce relative to the total surface area of each groundwater basin would be minimal. Further, it would be distributed along virtually the entire length of each basin and would be no more than approximately 12 feet wide at any given location. The dispersed nature of the new impervious surface over 1.6 miles (Segment 9), as well as the anticipated volume, would ensure that the infiltration capacity of each of the two basins would not be substantially altered compared to existing conditions. In addition, rainfall that could have infiltrated in the ground where the Project footprint is located (prior to the introduction of new impervious surface area) would surface flow over the paved portion of the trail as runoff, but it would have the same infiltration potential on adjacent lands as it did prior to implementation of the Project. Therefore, the dispersed nature of the new impervious surface would ensure that the infiltration capacity would not be substantially altered compared to existing conditions, consistent with the goals to protect groundwater levels and prevent groundwater overdraft.

This impact of the Project would be **less than significant** because new impervious surfaces would occupy a relatively small percentage of the surface area of underlying groundwater basins and would not substantially alter the infiltration capacity of those basins. No mitigation is required.

Optional First Phase: Trail on the Rail Line (Interim Trail)

1) Implementation of Interim Trail

Similar to the Ultimate Trail Configuration, construction and operation of the Interim Trail (Part 1) would not use groundwater and therefore would not deplete groundwater resources because it is within the same Project corridor and would transverse the same groundwater basins. Also similar to the Ultimate Trail Configuration, the Interim Trail (Part 1) could interfere with groundwater recharge through the introduction of new impervious surfaces. However, similar to the Ultimate Trail Configuration, the dispersed nature of the new impervious surface over 1.6 miles (Segment 9), as well as the anticipated volume, would ensure that the infiltration capacity of each of the two basins would not be substantially altered compared to existing conditions. Additionally, in general, stormwater would surface flow from the new paved trail to the adjacent natural surfaces. Drainage improvements necessary to maintain existing overland flow patterns would be made in conjunction with trail construction. Therefore, rainfall that could have infiltrated in the ground along the Interim Trail Part 1 alignment prior to construction would surface flow over the paved portion of the trail as runoff, but it would have similar infiltration potential on adjacent lands as it did prior to implementation.

Therefore, the Interim Trail Part 1 would not substantially alter the infiltrations capacity of the groundwater basins and would not conflict or obstruct with implementation of the Santa Cruz Mid-County Groundwater Sustainability Plan, and impacts would be **less than significant**. No mitigation is required.

2) Demolition of the Interim Trail and Rebuilding the Rail Line

Demolition of the Interim Trail and rebuilding of the rail line (Part 2) would not use groundwater and therefore would not deplete groundwater resources. Removing the paved trail and installing the rail tracks and ties would reduce the amount of impervious surface, compared to Part 1 of the Interim Trail, and would be similar to existing conditions. Therefore, it would not interfere with groundwater recharge through the introduction of impervious surfaces because infiltration potential would be similar to existing conditions prior to implementation. Demolition of the Interim Trail and rebuilding of the rail line (Part 2) would not interfere with the sustainability goals to ensure groundwater is available for beneficial uses and a diverse population of beneficial users, prevent groundwater overdraft, and maintain or enhance groundwater levels where groundwater dependent ecosystems exist.

Therefore, the impact would be **less than significant**. No mitigation is required.

3) Construction of the Ultimate Trail Configuration

Construction of the Ultimate Trail Configuration as Part 3 of implementing the optional Interim Trail would be similar to that described above for the Ultimate Trail Configuration. Refer to the discussion for Impact HYD-2, under *Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration)*. This impact would be **less than significant**. No mitigation is required.

Combined Effect of Interim Trail Parts 1, 2, 3

The combined effects of the optional Interim Trail (Parts 1, 2, 3) would be an overall increase in the amount of impervious surfaces that would be constructed. Part 1 would introduce approximately 16,910 square yards of impervious pavement for the Interim Trail, as shown in **Table 2-4**, compared to 13,157 for the Ultimate Trail Configuration, as shown in **Table 2-2**. Part 2 would remove the

paved trail. Part 3 would re-introduce approximately 13,157 square yards of impervious pavement for the Ultimate Trail Configuration. This increase for the Interim Trail is because the Ultimate Trail Configuration includes viaducts that allow stormwater to infiltrate beneath them. The viaducts are not proposed for the Interim Trail.

However, infiltration capacity of each of the two basins would not be substantially altered compared to existing conditions due to the dispersed nature of the new impervious surface of surface runoff. In addition, optional Interim Trail (Parts 1, 2, 3) would not conflict or obstruct with implementation of the Santa Cruz Mid-County Groundwater Sustainability Plan. Therefore, the impacts would be **less than significant**. No mitigation is required.

Comparison of Proposed Project Impact with/without Optional Interim Trail

The Project with the optional Interim Trail would have slightly greater impacts with respect to interference with groundwater recharge, because the Interim Trail (Part 1) would result in greater amounts of new impervious surfaces (approximately 16,910 square yards) than the Ultimate Trail Configuration (approximately 13,157 square yards). This is because the Ultimate Trail Configuration includes several sections composed of viaducts, which are raised and thus allow for more stormwater infiltration for groundwater recharge. However, the Project, with or without the optional Interim Trail, is not anticipated to adversely affect the infiltration capacity of the two basins because of the dispersed nature of the new impervious surface and the relatively low volume of runoff that would infiltrate the ground compared to existing conditions. Therefore, under either scenario, the impacts related to groundwater recharge impacts to the Santa Cruz Mid-County Groundwater Sustainability Plan would be similar would be **less than significant**. No mitigation is required.

Design Option: East Harbor Connection

The impact of implementing the East Harbor Connection, which would be a switchback trail between the Coastal Rail Trail and the East Harbor service road, would be similar to the impact described above for the Ultimate Trail Configuration and the optional Interim Trail. The East Harbor Connection would add approximately 611 square yards of pavement (new impervious surface) to the approximately 13,157 square yards estimated for the Ultimate Trail Configuration and the 16,910 square yards estimated for the optional Interim Trail. In addition, stormwater would surface flow from the new and replaced impervious surfaces into the existing drainage system or natural material swale included in the trail design, resulting in little to no effect on the infiltration capacity of the Santa Cruz Mid-County Groundwater Basin or its sustainability plan. Impacts would be less than **less than significant**. No mitigation is required.

Threshold C:	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would (1) result in substantial erosion or siltation on- or off-site, (2) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite, (3) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or (4) impede or redirect flood flows.
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Impact HYD-3 THE PROJECT WOULD NOT SUBSTANTIALLY ALTER DRAINAGE PATTERNS IN THE PROJECT CORRIDOR OR VICINITY. (ULTIMATE TRAIL CONFIGURATION: LESS THAN SIGNIFICANT; OPTIONAL INTERIM TRAIL: LESS THAN SIGNIFICANT)

Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration)

The Project would not substantially alter drainage patterns in the Project corridor or immediate vicinity in a manner that could (1) result in substantial erosion or siltation, (2) substantially increase the rate or amount of surface runoff that could result in flooding, (3) create or contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, or (4) impede or redirect flood flows.

Construction and operation of the Project would not result in alterations of the course of a stream or river. There are four locations where the trail would cross an identified waterway, including Pilkington Creek, Woods Lagoon (Santa Cruz Harbor), Leona Creek, and Stream 1545. A viaduct with fiberglass reinforced polymer (FRP) decking on pilings would be installed to cross Pilkington Creek, Leona Creek, and Stream 1545 waterways, and a cantilever off the Woods Lagoon Railroad Bridge would be installed to cross Santa Cruz Harbor. Alternatively, at Pilkington Creek, a clear span bridge could be used, in which case each abutment would be supported by drilled concrete pilings outside the ordinary high water mark.

Construction

Land-disturbing construction activities associated with implementation of the Project, such as vegetation clearing, grading, and excavation of Project sites, could result in the localized alteration of drainage patterns and the temporarily increase in erosion and sedimentation in the construction area. The potential erosion and sedimentation impacts of increased runoff are discussed above under Impact HYD-1. With compliance with the NPDES-required SWPPP, which includes the implementation of erosion and sediment control BMPs, any short-term impacts resulting from alterations of drainage and hydrology during construction would be **less than significant**.

Operation

Once constructed, the Project would result in an additional 13,157 square yards of new impervious surfaces from the new or replaced trail surfaces that could result in minor changes to localized drainage patterns. In general, stormwater would surface flow from the new and replaced impervious surfaces into the existing drainage system or natural material swale included in the trail design. All off-site flows would match existing condition drainage patterns.

In Segment 8, there would be new and replaced impervious surfaces associated with sidewalk widening, and the slight increased runoff would drain to adjacent vegetated areas and existing storm drain systems. Therefore, runoff in Segment 8 along Beach Street would continue to flow and discharge based on existing drainage patterns in the roadway.

In Segment 9, runoff from new or replaced impervious trail surfaces would discharge to a proposed graded natural material swale on the northern or southern side of the proposed trail. As described in Section 2.6.1, these drainage systems (e.g., swales, V ditches, French drains, pipes) would convey the 10-year design storm and 25-year design storm for flood overflows. All runoff generated by the impervious trail surface would first drain to the planned natural swales alongside the trail. Any trail-generated flows and off-site flows that exceed the capacity (i.e., overflows) of the planned swales would be diverted to the proposed storm drainpipe system under the trail. Any off-site flows that

would be intercepted by existing or planned storm drain infrastructure (e.g., catch basins, sidewalk underdrains, V ditches, French drains, swales) would be piped in the new storm drain system under the trail to an outlet structure at an existing storm drain system or creek downstream. A weir in a diversion junction structure would separate the swale and pipe flows, prioritizing low flows draining to the swales to comply with the City's Stormwater BMP for Private and Public Development Projects and the County's Design Criteria Standards for the Construction of Storm Drains. Comingling of off-site and trail runoff would be avoided where practically feasible. The proposed swales and drainpipes would be adequate to convey the surface flows and would not result in flooding on or off site or create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems.

In addition, stormwater treatment devices, including hydrodynamic separators, could be installed in storm drain system to treat off-site flows before they ultimately discharge to a drainage leading to a waterway or the bay, improving water quality by reducing the amount of polluted runoff that could occur as a result of the implementation of the trail.

Therefore, the Project would not substantially alter existing drainage patterns along the Project corridor or immediate vicinity in a manner that would result in flooding on or off site or create, contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, or provide substantial additional sources of polluted runoff. Impacts would be **less than significant**. No mitigation is required.

Optional First Phase: Trail on the Rail Line (Interim Trail)

1) Implementation of Interim Trail

Implementation of the Interim Trail (Part 1) would require fewer improvements for waterway crossings than the Ultimate Trail Configuration and would not result in alterations of the course of a stream or river.

CONSTRUCTION

Similar to the Ultimate Trail Configuration, land-disturbing activities associated with the Interim Trail Part 1 could result in the localized alteration of drainage patterns and the temporary increase in erosion and sedimentation in the construction area. However, impacts could be greater due the increase in demolition and construction activities required for removal of the rail. However, with compliance with the NPDES-required SWPPP, which includes the implementation of erosion and sediment control BMPs, any short-term impacts resulting from temporary alterations of drainage and hydrology during construction would be **less than significant**. No mitigation is required.

OPERATION

Like the Ultimate Trail Configuration, in general, stormwater would surface flow from the new paved trail to the adjacent natural surfaces. Drainage improvements necessary to maintain existing overland flow patterns are included in project design and would be made in conjunction with trail construction. Refer to the discussion for Impact HYD-3 under *Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration)*. The proposed swales and drainpipes would be adequate to convey the surface flows and thus would not result in flooding on or off site or create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. In addition, stormwater treatment devices (e.g., hydrodynamic separators) would be installed in storm drain system to treat off-site flows before they ultimately discharge to a drainage leading to a

waterway or the bay, as determined appropriate by the City and/or County, improving water quality by reducing the amount of polluted runoff that could occur as a result of the implementation of the trail. Impacts would be **less than significant**. No mitigation is required.

2) Demolition of the Interim Trail and Rebuilding the Rail Line

Demolition of the Interim Trail and rebuilding of the rail line (Part 2) would not result in alterations of the course of a stream or river.

Similar to the Ultimate Trail Configuration and Interim Trail Part 1, land-disturbing activities associated with the demolition of the Interim Trail and the rebuilding of the rail line (Part 2) could result in the localized alteration of drainage patterns and the temporary increase in erosion and sedimentation in the construction area. However, impacts could be greater due the increase in demolition and construction activities. However, with compliance with the NPDES-required SWPPP, which includes the implementation of erosion and sediment control BMPs, any short-term impacts resulting from alterations of drainage and hydrology during construction would be **less than significant**. No mitigation is required.

3) Construction of the Ultimate Trail Configuration

Construction of the Ultimate Trail Configuration as Part 3 of implementing the optional Interim Trail would be similar to that described above for the Ultimate Trail Configuration. Refer to the discussion for Impact HYD-3, under *Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration)*. This impact would be **less than significant**. No mitigation is required.

Combined Effect of Interim Trail Parts 1, 2, 3

The combined effects of the optional Interim Trail (Parts 1, 2, 3) would be an overall increase in construction and demolition activities that could result short-term impacts resulting from alterations of drainage and hydrology during construction. However, all three parts of the Interim Trail would be required to comply with federal, state, and local regulations. Therefore, the impacts would be **less than significant**. Further, Parts 1, 2, and 3 would be constructed sequentially, with substantial time (estimate 25 years) between Parts 1 and 3, rather than concurrently. No mitigation is required.

Comparison of Proposed Project Impact with/without Optional Interim Trail

The Project with the optional Interim Trail would have greater impacts with respect to any short-term impacts resulting from alterations of drainage and hydrology during construction because the Interim Trail would require two additional construction phases (Parts 2 and 3) and additional demolition activities (Parts 1 and 2) that would require substantially more material movement than the Project without the Interim Trail. However, the Project, with and without the optional Interim Trail, would be required to comply with the NPDES-required SWPPP, which includes the implementation of erosion and sediment control BMPs.

Once constructed, the Project, with and without the optional Interim Trail, would have similar operational impacts with respect the alterations of drainage and hydrology because stormwater would surface flow from the new paved trail to the adjacent natural surfaces, whether in the Interim Trail or Ultimate Trail alignment. Drainage improvements necessary to maintain existing overland flow patterns would be made in conjunction with trail construction. Therefore, under

either scenario, the impacts related to drainage alterations would be **less than significant**. No mitigation is required.

Design Option: East Harbor Connection

The impact of implementing the East Harbor Connection, which would be a switchback trail between the Coastal Rail Trail and the East Harbor service road, would be similar to the impact described above for the Ultimate Trail Configuration and the optional Interim Trail. It would be similar because, in general, stormwater would surface flow from the new impervious surfaces into the drainage system included in the trail design (e.g., swales, V ditches, French drains, pipes), similar to that shown for the Ultimate Trail Configuration at the west end of Segment 9 where it is on a slope, and into the existing drainage system on the East Harbor service road. All off-site flows would match existing condition drainage patterns. In addition, as determined appropriate by the City/County, stormwater treatment devices, including hydrodynamic separators, would be installed in the storm drain system to treat off-site flows before they ultimately discharge to a drainage leading to the Harbor, improving water quality by reducing the amount of polluted runoff that could occur as a result of the implementation of the trail. Impacts would be **less than significant**. No mitigation is required.

Threshold D: In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation.
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Impact HYD-4 THE PROJECT WOULD NOT RISK RELEASE OF POLLUTANTS DUE TO PROJECT INUNDATION IN FLOOD HAZARD, TSUNAMI, OR SEICHE ZONES. (ULTIMATE TRAIL CONFIGURATION: LESS THAN SIGNIFICANT; OPTIONAL INTERIM TRAIL: LESS THAN SIGNIFICANT)

Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration)

The Project corridor is located in flood hazard and tsunami inundation zones. Once constructed and in use, the trail would not involve the use of hazardous materials or other pollutants that could be inadvertently released due to Project inundation in a flood hazard, tsunami, or seiche zone.

Flood Hazard

As described in Section 3.8.1, the Project corridor crosses the Santa Cruz Harbor Zone AE, an area subject to inundation in a 100-year flood event (Balance Hydrologics 2022). In addition, the far western portion of the Project crosses a FEMA Zone A99 along Beach Street between Pacific Avenue and the SLR Trestle Bridge. There are no proposed drainage or infrastructure improvements located along Beach Street.

As described in Section 2.4.1 under *Waterway Crossings and Viaducts*, the Project includes construction of a cantilever with FRP deck system on the northern side of the Woods Lagoon Railroad Bridge to cross the Santa Cruz Harbor. The existing bridge is 420 feet long, consisting of seven equal 60-foot spans. The proposed cantilever would be connected to the side of the existing precast concrete railroad bridge and comprise a composite deck system. The deck is envisioned as an FRP composite with steel or FRP framing support elements. The existing Woods Lagoon Railroad Bridge is located in the FEMA Special Flood Hazard Area Zone AE, which is an area subject to inundation in a 100-year flood event.

The additional crossings in the form of viaducts over streams and sensitive habitat include Pilkington Creek (which could also be a clear span bridge structure), the approach to Murray Street bridge, Leona Creek, and Stream 1545 between Live Oaks Avenue and El Dorado Avenue (near Twin Lakes

State Beach trails north of Schwan Lagoon). However, these areas do not encroach on FEMA Special Flood Hazard Areas.

The proposed cantilever on the existing Woods Lagoon Railroad Bridge infrastructure matches existing grade, and the existing railroad bridge has a soffit elevation ranging from 25.3 to 25.5 feet, which is above the 9-foot AE associated with the Santa Cruz Harbor. Therefore, the Project would not result in a release of pollutants due to project inundation in a flood hazard area.

Seiche

The proposed alignment for Segment 9 passes just north of Schwan Lagoon, the only existing enclosed or semi-enclosed body of water such as bays and lakes along Project corridor. However, due to the limited size of the lagoon, any potential inundation associated with seiches would be restricted to the immediate shore and would not cause inundation of the trail itself. Therefore, the Project would not result in a release of pollutants due to project inundation due to seiche.

Tsunami

As shown on **Figure 3.8-3**, 0.8 mile of the Project corridor is located in a tsunami inundation zone. Inundation of the proposed paved recreation trail in this portion of the corridor as a result of a tsunami would not result in the potential release of pollutants as the operation of the Project does not include any pollutants.

Therefore the Project would not result in the risk release of pollutants due to project inundation from a flood, tsunami, and/or seiche. The potential impact would be **less than significant**. No mitigation is required.

Optional First Phase: Trail on the Rail Line (Interim Trail)

1) Implementation of Interim Trail

As described above for the Ultimate Trail Configuration, the Project corridor is located within two different flood hazard zones, so implementation of the Interim Trail Part 1 would also place the trail in these flood hazard zones. As described in Section 2.6.2, *Optional First Phase: Trail on the Rail Line (Interim Trail)*, the Interim Trail would include any drainage or infrastructure improvements necessary to maintain existing overland flow patterns and would not result in a release of pollutants due to project inundation in a flood hazard area.

A portion of the Project corridor and thus the Interim Trail would pass just north of Schwann Lagoon, the only existing enclosed or semi-enclosed body of water along Project corridor. However, due to the limited size of the lagoon, any potential inundation associated with seiches would be restricted to the immediate shore and would not cause inundation of the trail itself. Therefore, the implementation of the Interim Trail Part 1 would not result in a release of pollutants due to project inundation due to seiche.

A portion of the Project corridor and thus the Interim Trail Part 1 are located in a tsunami inundation zone. Inundation of the proposed paved recreation trail in this portion of the corridor as a result of a tsunami would not result in the potential release of pollutants as the operation of the Project does not include any pollutants that would be released.

Therefore, similar to the Ultimate Trail Configuration, the Interim Trail Part 1 would not result in the risk release of pollutants due to project inundation from a flood, tsunami and/or seiche. The potential impact would be **less than significant**. No mitigation is required.

2) Demolition of the Interim Trail and Rebuilding the Rail Line

As stated above, the Project corridor is located in flood and tsunami zone but not likely to release pollutants as described above. The rail line would be built in accordance with American Railway Engineering and Maintenance-of-Way Association, Federal Railroad Administration, and California Public Utility Commission requirements, as applicable, which include provisions for rail construction within a flood hazard and tsunami zone. Therefore, demolition of the Interim Trail and rebuilding of the rail line (Part 2) would not result in a release of pollutants due to project inundation in a flood hazard area.

Therefore, the impact would be **less than significant**. No mitigation is required.

3) Construction of the Ultimate Trail Configuration

Construction of the Ultimate Trail Configuration as Part 3 of implementing the optional Interim Trail would be similar to that described above for the Ultimate Trail Configuration. Refer to the discussion for Impact HYD-4, under *Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration)*. This impact would be **less than significant**. No mitigation is required.

Combined Effect of Interim Trail Parts 1, 2, 3

The combined effects of the optional Interim Trail (Parts 1, 2, 3) would be a similar to the Project because construction of proposed improvements would be located outside the designated flood hazard areas and the inundation area associated with Schwann Lagoon. In addition, the proposed features would not result in the release of pollutants as a result of inundation from a tsunami. Therefore, the impacts would be **less than significant**. No mitigation is required.

Comparison of Proposed Project Impact with/without Optional Interim Trail

The Project with the optional Interim Trail would have similar impacts with respect to any impacts resulting in the release of pollutants as a result of inundation from a flood and tsunami. Under either scenario, the Project alignment would cross a FEMA flood hazard and would be located in a tsunami inundation area. However, for the reasons described in the analysis above for Impact HYD-4 impacts would be not result in the release of pollutants. Overall, the impact of the Project, with or without the optional Interim Trail, would be **less than significant**.

Design Option: East Harbor Connection

The impact of implementing the East Harbor Connection, which would be a switchback trail between the Coastal Rail Trail and the East Harbor service road, would be similar to the impacts described above for the Ultimate Trail Configuration and the optional Interim Trail because the trail would be located in a tsunami inundation area. In addition, no improvements would be located in a flood hazard area. In addition, this portion of the trail would not be located near Schwann Lagoon. Impacts would be **less than significant**, and no mitigation is required.

3.8.5 Summary Comparison

Comparison of Impacts^a for Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration) with/without Optional First Phase: Trail on the Rail Line (Interim Trail)

Impacts	Proposed Project: Trail Next to Rail Line (Ultimate Trail Configuration)	Optional First Phase: Trail on the Rail Line (Interim Trail)		
		1) Implementation of Interim Trail	2a) Demolition of Interim Trail	2b) Rebuilding the Rail Line
HYD-1. The Project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality nor conflict with water quality control plan.	LTS	LTS Similar, slightly greater	LTS Similar, slightly greater	LTS Similar
HYD-2. The Project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge.	LTS	LTS Similar, slightly greater	LTS Similar, slightly greater	LTS Similar
HYD-3. The Project would not substantially alter drainage patterns in the Project corridor or vicinity.	LTS	LTS Similar, slightly greater	LTS Similar, slightly greater	LTS Similar
HYD-4. The Project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones.	LTS	LTS Similar, slightly less	LTS Similar	LTS Similar

^a The impacts of the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* are presented in the first column with the impact determination presented in the second column using the abbreviations identified below. Potentially significant impacts requiring mitigation or determined significant and unavoidable are presented in **bold** with the required mitigation measure indicated below.

The anticipated impacts for the *Optional First Phase: Trail on the Rail line (Interim Trail)* are presented and described in comparison to the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* (e.g., similar, more, less), with the reasoning presented in the text discussion.

The impacts of Interim Trail Part 3 (Construction of the Ultimate Trail Configuration) would be the same or substantially similar to that identified for *Proposed Project: Trail Next to Rail Line (Ultimate Trail Configuration)* in the second column. Therefore, a column for Part 3, Construction of the Ultimate Trail Configuration, of the *Optional First Phase: Trail on the Rail line (Interim Trail)* is not included unless there are notable differences.

NI = No Impact

LTS = Less than Significant without Mitigation

LTSM = Less than Significant with Mitigation

SU = Significant & Unavoidable

MM = Mitigation Measure

3.9 Land Use and Planning

This section identifies and evaluates impacts related to land use and planning that may arise through implementation of the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* and the *Optional First Phase: Trail on the Rail line (Interim Trail)*. Existing land uses within the Project corridor and adjacent to the corridor in the City of Santa Cruz (City) or unincorporated Santa Cruz County (County), along with applicable land use policies and regulations, are described in this section. The Project is proposed by the City in coordination with the County and the Santa Cruz County Regional Transportation Commission (RTC); therefore, the overall consistency of the Project has been assessed in relation to applicable land use designations, zoning regulations, and other relevant plans, ordinances, and standards of these three agencies. **Table 3.9-1** presents a summary of Project impacts regarding land use and planning.

Table 3.9-1 Summary of Impacts on Land Use and Planning^a

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
LUP-1. The Project would not physically divide an established community.	Less than Significant	None required	Less than Significant
LUP-2. The Project would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.	Less than Significant	None required	Less than Significant
Beneficial Effect. The Project would increase connectivity across established communities by providing a pedestrian and bicycle trail using an existing corridor without disturbing existing residential, commercial, and industrial uses along the Project corridor.			

^a The impacts apply to both the *Proposed Project: Trail next to Rail line (Ultimate Rail with Trail Configuration)* and the *Optional First Phase: Trail on the Rail line (Interim Trail)* unless otherwise noted.

3.9.1 Existing Conditions

Regional Setting

The County occupies approximately 600 square miles of urban and rural lands bordered by beaches and coastal bluffs along Monterey Bay and backed by coastal mountains and valleys to the east. The County supports a diverse range of habitats and land uses that include redwood forests in the mountains in the northern portion of the County, urban and residential development in the central portion, and agricultural land uses in the northwestern and southern portions. The majority of the population in the County is centrally located in urban and residential development.

Land uses in the County are predominately open space, which accounts for approximately 64% of the land uses (169,600 acres). This is followed by lands designated for residential uses (65,152 acres, or 24.5%), public and institutional lands (24,252 acres, or 9.1%) and commercial and industrial lands (6,431 acres, or 2.4%) (Santa Cruz County 2022).

Regional Land Uses

The Project corridor is located in the central portion of the County, within the City of Santa Cruz to the west and the unincorporated Live Oak area of the County to the east. The City of Santa Cruz is the County seat and the largest city in the County, with a population of approximately 64,075 people as of 2022 (California Department of Finance 2022).

The City's land use patterns are the result of historical development patterns, including the City's original development, the establishment of the University of California Santa Cruz campus, and recent land use policies guided by the City. Approximately one-third of the City is occupied by residential land uses, and one-quarter of the City is developed as public or institutional lands (City of Santa Cruz 2012).

Live Oak is a small unincorporated community located east of the City, between the Cities of Santa Cruz and Capitola. Live Oak has a population of approximately 17,000 people and includes mostly residential uses, as well as commercial and industrial land uses, offices, schools, shops, and restaurants (U.S. Census 2020).

Project Corridor Setting

Project Corridor Land Uses

The Project corridor is 2.2 miles, located along the RTC-owned Santa Cruz Branch Rail Line corridor in central Santa Cruz County. The Project corridor would extend from the Beach Street/Pacific Avenue roundabout within the City limits on the west, excluding the recently constructed San Lorenzo River (SLR) Trestle Bridge Improvements, to the eastern side of 17th Avenue in the unincorporated Live Oak area of the County on the east. Land uses along the Project corridor include residential, commercial, industrial, public lands, and parks and recreation.

Segment 8, extending approximately 0.6 mile, begins at the Pacific Avenue/Beach Street roundabout and travels along Beach Street. Land uses inland of Beach Street consist primarily of commercial uses, including shops, restaurants, lodging, parking, and other visitor-serving retail uses, with some residential uses. Land uses on the ocean side of Beach Street include the Santa Cruz Main Beach and the Santa Cruz Beach Boardwalk, a popular oceanfront amusement park. The Project corridor would then cross the SLR Trestle Bridge, which is not part of the Project, toward the intersection East Cliff Drive and Murray Street.

Segment 9, extending approximately 1.6 miles, would continue along the inland side of the tracks along Murray Street, over the Santa Cruz Harbor on the Woods Lagoon Railroad Bridge, and continue along the inland side of the tracks through 7th Avenue and upper Twin Lakes State Beach, and then switch to the coastal side after the El Dorado Avenue connection until it terminates at 17th Avenue. Land uses along Murray Street and through 7th Avenue consist primarily of residences, the Pacific Gas & Electric (PG&E) Services Center, and some retail, restaurants, and other commercial uses. The Project corridor also crosses the Santa Cruz Harbor, which generally demarcates the City's eastern boundary. Land uses from 7th Avenue to 17th Avenue consist primarily of residences, vegetated open space along upper Twin Lakes State Beach, and the Simpkins Swim Center.

3.9.2 Regulatory Setting

This section includes a description of relevant federal, state, regional, and local plans and policies, with a consistency determination presented in **Tables 3.9-2** and **3.9-3**.

Section 2.7, *Required Permits and Approvals*, states that because the Project is being implemented by the City, the County and RTC do not have to certify the Environmental Impact Report (EIR) on their own. However, the County and RTC would rely on the EIR to carry out discretionary approvals related to the Project; therefore, consistency of the Project with applicable City land use plans and policies is evaluated as part of the Project analysis, and consistency of the Project with applicable County and RTC land use plans and policies is evaluated in this EIR for informational purposes.

As part of the Monterey Bay Sanctuary Scenic Trail (MBSST) Network Master Plan, the Project has been planned and designed in coordination with many responsible agencies and stakeholders, including but not limited to the California Coastal Commission, California Public Utilities Commission, California Department of Fish and Wildlife, and the public. As part of this process, consideration has been given to existing and proposed programs and plans to determine the design and project features.

Federal

Coastal Zone Management Act

The Coastal Zone Management Act was passed by Congress in 1972. It provides for management of coastal resources and aims to protect, restore, and enhance coastal resources through three programs administered by the National Oceanic and Atmospheric Administration in partnership with coastal states. In California, the Coastal Zone Management Act is administered in partnership with the California Coastal Commission. In partnership with coastal cities and counties, it plans and regulates the use of land and water in the Coastal Zone. Development activities, which are broadly defined by the Coastal Zone Management Act to include (among other activities) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the California Coastal Commission or the local government. The National Coastal Zone Management Program balances competing land and water issues. Programs under the Coastal Zone Management Act include the National Estuarine Research Reserve System, which protects estuaries for use as field laboratories that improve understanding of estuaries, and the Coastal and Estuarine Land Conservation Program, which assists with acquisition of coastal property or easements for conservation purposes.

State

California Coastal Act

The California Coastal Act of 1976 establishes procedures for the review of proposed developments in the Coastal Zone and policies for the protection of coastal resources and public access to the coastline. There are a number of Coastal Act regulations in the California Public Resources Code that pertain to land use and planning. These include articles that protect the coastal lands and natural resources that they support while providing public access to the greatest extent possible. There are also provisions for providing the appropriate number and distribution of public facilities to support the continuous population growth in California. These include recreational opportunities such as trails, access

facilities, and public restrooms. There are also provisions to protect the rights of private land owners and the land uses on private properties that neighbor public access and coastal areas.

California State Parks General Planning Handbook

The California State Parks General Planning Handbook (State Parks 2010) guides planning efforts within and across California State Parks. Guidelines have been established to balance public use while protecting and enhancing natural resources and providing educational opportunities to the public. The handbook provides a tool to standardize planning efforts across the State of California. The overall goals of the handbook are to guide state park planning practices to guide natural resources management, restoration of unique and protected wildlife and vegetation, public involvement, and protection of sensitive resources across the parks and to provide educational opportunities for the public to use state park lands along the extent of the State of California.

Twin Lakes State Beach General Plan

The Twin Lakes State Beach General Plan (State Parks 1988) recognizes the potential of Twin Lakes State Beach, near the terminus of Segment 9, to help meet California's recreation demands. The plan establishes goals to provide recreational opportunities for day use, protect cultural and natural resources, and provide educational elements throughout the park for both cultural and natural resources. It also identifies natural areas to rehabilitate that have been degraded through past land uses and disturbance. While intending to preserve and enhance natural resources and use of the beach, the plan also acknowledges that the beach's size and associated facilities are inadequate to serve demand. The Twin Lakes State Beach General Plan concludes with goals related to parking availability, vegetation and wildlife, aesthetic improvements, and visitor safety.

Regional

Association of Monterey Bay Area Governments Metropolitan Transportation Plan/Sustainable Communities Strategy

The Association of Monterey Bay Area Governments (AMBAG) is the metropolitan planning organization and council of governments for Santa Cruz, Monterey, and San Benito Counties. AMBAG performs metropolitan level transportation planning on behalf of the region and formulates land use and transportation measures that would support the region in achieving greenhouse gas emissions reduction targets as established by the California Air Resources Board. AMBAG works closely with local governments within its jurisdiction to ensure that land use patterns at the local level support regional transportation and land use goals. AMBAG's 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy addresses how the AMBAG region will meet its transportation needs for the period through 2045. Specifically, the Sustainable Communities Strategy details strategies for the AMBAG region to focus housing and job growth in existing urban areas, use infill development opportunities, and invest in expanded transit networks and active transportation options.

Monterey Bay Sanctuary Scenic Trail Network Final Master Plan

The MBSST Network Master Plan (RTC 2014) was developed to establish the design standards and course for a continuous recreational trail system along the Santa Cruz Branch Rail Line throughout Santa Cruz County. This trail would connect to the Monterey Bay Coastal Recreational Trail that spans the Monterey County coastline at the border of Santa Cruz and Monterey Counties along the

Pajaro River. At full buildout, the trail would span Santa Cruz and Monterey Counties, providing a continuous recreational trail along the entire Monterey Bay coastline.

Local

Santa Cruz County General Plan and Local Coastal Program

The County's General Plan and Local Coastal Program (LCP) provides a framework for development and growth in the County (Santa Cruz County 1994). The General Plan and LCP were adopted by the County Board of Supervisors on May 24, 1994, and were certified by the California Coastal Commission on December 15, 1994. The Santa Cruz County General Plan and LCP provide policies to manage growth in the County. The policies determine where growth should be focused in the County, and that public services grow with the population. Growth is also balanced with the protection of natural resources.

The County's General Plan includes elements required by the state by including Land Use, Circulation, Housing, Conservation and Open Space, Public Safety and Noise, Parks and Recreation, Public Facilities, and Community Design Elements (Santa Cruz County 1994). Because the County's General Plan was adopted prior to the 2017 requirement for an Environmental Justice Element, the County's General Plan does not include this element. Policies of the General Plan were analyzed for consistency with the Project, including those in the Conservation and Open Space, Land Use and Parks, Recreation, and Public Facilities Elements. These elements address the enhancement of public recreational opportunities in the County and provide additional access to natural amenities, preserve natural resources, and provide natural resource educational opportunities to the public.

In the Land Use Element, General Plan land use designations define the physical uses and intensity of development for each land use designation. The Project corridor is within the Public Facilities County land use designation, and is surrounded by Public Facilities; Urban Low, Medium, and High Density Residential; Commercial Service; and Parks and Recreation land uses. County General Plan land use designations are shown on **Figures 3.9-1a** and **3.9-1b** located at the end of this section.

County of Santa Cruz Zoning Ordinance, Title 13

The County's Zoning Ordinance (Chapter 13.9) implements the policies of the County's General Plan and LCP by classifying and regulating the uses of land in the County. The County's Zoning Ordinance identifies specific zoning districts in the County and development standards that apply to each district. Zoning designations in and adjacent to the Project corridor are shown on **Figures 3.9-2a** and **3.9-2b** located at the end of this section.

The Project corridor itself is zoned as Public and Community Facilities. The Project corridor is immediately surrounded by Single Family Residential, Multi-Family Residential, Commercial Services, and Parks, Recreation, and Open Space zoning districts. These designations are defined below:

- **Single Family Residential:** Single-family residence, urban or rural. Maximum lot coverage of 40% and maximum height of 28 feet. Additional uses, including but not limited to accessory habitable structures, require a building permit s public noticing and/or public hearing by Zoning Administrator.
- **Multi-Family Residential:** Multiple-family residential, including appurtenant accessory uses and structures, urban. Some Multi-Family Residential zoning districts allow mobile homes.
- **Commercial Services:** Commercial service uses are intended primarily to be nonretail in nature, such as building material suppliers, auto repair, or freight terminals, and to be nonpolluting.

Commercial Services Districts are intended to be located in areas where the impact of noise, traffic, and other nuisances and hazards associated with such uses will not adversely affect other land uses.

- **Parks, Recreation, and Open Space:** Intended to preserve the County’s undevelopable lands and public park lands as open space, to protect open space in the County by allowing commercial recreational uses that preserve open space by means of large acreage sites with low intensity uses that are compatible with the scenic values and natural setting of the County, and to preserve agriculture as an open space use.

City of Santa Cruz General Plan

The City’s General Plan, adopted by Santa Cruz City Council in 2012, establishes guidelines for development and growth in the City. The City’s General Plan expresses the desires of Santa Cruz residents about the City’s future physical, social, economic, and environmental character, and plans for development within the City through eight topical chapters. State law provides that a General Plan consists of eight mandatory elements. The City has addressed state requirements by including Land Use, Community Design, Mobility, Civic and Community Facilities, Safety and Noise, Parks and Recreation, Natural Resources and Conservation chapters in its General Plan (City of Santa Cruz 2012). A new guideline adopted in 2017 now requires an eighth element, Environmental Justice. However, because the City’s General Plan was adopted in 2012, it does not include this element.

The *Land Use* chapter of the City’s General Plan establishes land use designations for the City, which define the physical uses and intensity of development for each land use designation. Along the Project corridor, City General Plan land use designations include Regional Visitor Commercial along Beach Street; Natural Areas as the alignment crosses the SLR; Low Medium Density Residential, Neighborhood Commercial, and Industrial along Murray Street; Coastal Dependent as the alignment crosses Santa Cruz Harbor; and Community Facilities, Community Commercial, and Medium Density Residential south of the harbor until Segment 9’s southern terminus. City General Plan land use designations along the Project corridor are shown on **Figures 3.9-3a** through **3.9-3c** located at the end of this section.

Policies included in the *Land Use; Parks, Recreation, and Open Space; and Natural Resources and Conservation* chapters of the City’s General Plan pertain to land planning and environmental effects. These policies include goals and strategies for community enhancement, land use compatibility, protection of natural resources, and the provision of parks and open space.

City of Santa Cruz Municipal Code

The City’s Zoning Ordinance, established by Title 24 of the City’s Municipal Code, implements the policies of the City’s General Plan by classifying and regulating land uses within the City. While land use designations characterize the physical uses and the intensity of those uses, zoning designations legally define permitted uses and development standards. The City’s Zoning Ordinance identifies specific zoning districts in the City and development standards that apply to each district. Zoning districts along the Project corridor include Beach Commercial along Beach Street until the SLR; Multiple Residence Low Rise south of the river along Murray Street; Neighborhood Commercial and General Industrial north of Santa Cruz Harbor; and Coastal Dependent as Segment 9 traverses the harbor. City zoning districts along the Project corridor are shown on **Figures 3.9-4a** and **3.9-4b** located at the end of this section. These designations are defined below:

- **Beach Commercial:** The purpose of this district is to establish standards for development of residential uses mixed with neighborhood commercial, motel, and regional tourist commercial use. These standards are designed both to improve existing uses and encourage new developments in a manner that maintains a harmonious balance between residential and regional commercial uses.
- **Multiple Residence Low Rise:** The purpose of this district is to promote the development of multi-family townhouses, condominiums, and apartments at a low to medium density of 10.1 to 27 units per acre, depending on unit mix; to stabilize and protect the residential characteristics of the district; and to promote and encourage a suitable environment for the lives of families and single persons.
- **Neighborhood Commercial:** The purpose of this district is to provide commercial and service uses near residential areas for the convenience of local residents. Uses aimed at nearby customers may not require typical development standards such as vehicular parking. Permitted uses include but are not limited to eating and drinking establishments (except for bars and fast food), professional offices, and one or two multiple-family units when located above the first floor commercial use with no additional parking required.
- **General Industrial:** The purpose of this district is to encourage sound industrial development by providing and protecting an environment for such development, subject to regulations necessary to ensure the purity of the land, air, and waters in the County, and the protection of nearby residential, commercial, and industrial uses of the land from hazards, noise, and other disturbances. Permitted uses include but are not limited to building materials and garden supply stores, food and beverage preparation, medical or laboratory facilities, professional offices, or storage warehousing.
- **Coastal Dependent:** The purpose of this district is to designate land in proximity of the coast for uses that rely upon a waterfront location and/or require access to coastal waters for the purpose of research or activities related to the Monterey Bay Marine Sanctuary, and which also protects resources by:
 - Implementing the goals of the City's LCP and the California Coastal Act, and serving as part of the Local Coastal Implementation Plan.
 - Preserving scenic vistas by permitting development with height, setbacks, and mass that will maintain the public enjoyment of waterfront views.
 - Giving highest priority and preference to uses and facilities dependent upon proximity to the water or the shorelands immediately adjacent to marine and tidal waters, or that relate to research of the Monterey Bay Sanctuary.

3.9.3 Methodology and Significance Thresholds

Methodology

Potential impacts related to land use and planning as a result of the Project were evaluated by comparing Project objectives and characteristics to existing plans and policies throughout the County, including General Plan and LCP land use and zoning designations, policies, and existing and proposed recreational plans in the City and the County. Mitigation measures required throughout this EIR for identified areas of potentially significant impacts were taken into consideration in the evaluation of consistency with applicable policies and plans.

Significance Thresholds

The introduction in Chapter 3, *Environmental Impact Analysis*, states that the significance thresholds used in this analysis are based on Appendix G of the *California Environmental Quality Act (CEQA) Guidelines*, which provides a sample Initial Study checklist that includes number of factual inquiries related to the subject of land use, and the other environmental topics. The letters and thresholds presented below correspond with the questions in the Appendix G Initial Study checklist.

For the purpose of this EIR, a significant impact would occur if implementation of the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* or the *Optional First Phase: Trail on the Rail line (Interim Trail)* would:

- A. Physically divide an established community.
- B. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

3.9.4 Project Impact Analysis

For each impact, the analysis for the Ultimate Trail Configuration is presented first, followed by the analysis for the optional first phase Interim Trail. The analysis of the Interim Trail has a separate impact discussion for each of the following three parts: (1) implementation of the Interim Trail, which includes removal of the rail and construction of the trail on the rail line; (2) demolition of the Interim Trail and rebuilding the rail line; and (3) construction of the Ultimate Trail Configuration alongside the rail.

Threshold A: Physically divide an established community.

Impact LUP-1 THE PROJECT WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY. (ULTIMATE TRAIL CONFIGURATION: LESS THAN SIGNIFICANT; OPTIONAL INTERIM TRAIL: LESS THAN SIGNIFICANT)
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Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration)

Construction

As described in Section 2.6.1, *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)*, project construction would occur over approximately 24 months. Construction of Segment 8 would occur over approximately 3 months and would involve improvements to existing sidewalks, curb ramps, stairs, driveways, and bicycle lanes. Therefore, construction activities related to Segment 8 would be relatively minor and temporary. Construction equipment would potentially be staged in City

Parking Lot 18 near the Beach Street/Pacific Avenue roundabout or other disturbed or paved areas along the railroad right-of-way. The railroad right-of-way is an existing feature that is surrounded by developed communities, and construction activities within the railroad right-of-way would not physically divide communities along the Project corridor. Construction activities would not physically divide an established community along Segment 8, and impacts would be **less than significant**.

Construction of Segment 9 would occur over approximately 24 months, concurrent with construction of Segment 8. As described in detail in Section 2.6, *Project Construction*, construction activities for Segment 9 would generally include excavation of material sources, clearing and grubbing, and tree removal; grading, retaining wall construction, drainage improvements, and placement of crushed aggregate base and paved surface; and revegetation and installation of fencing, signs, and other trail- and safety-related features. Construction equipment would be staged in existing disturbed or paved areas along the railroad right-of-way, potentially including the Seabright Avenue/Watson Street Parking Lot, Eaton Street, the Simpkins Swim Center Parking Lot, or other parking lots or public properties near the trail corridor. There are no existing communities within the Project corridor and rail line right-of-way. Therefore, construction activities within the railroad right-of-way would not physically divide communities along the Project corridor. Construction activities would not physically divide an established community along Segment 9, and impacts would be **less than significant**.

Operation

The Project corridor extends from the Beach Street/Pacific Avenue roundabout within the City limits on the west, excluding the recently constructed SLR Trestle Bridge improvements, to the eastern side of 17th Avenue in the unincorporated Live Oak area of the County on the east. The Segment 8 trail would be within City right-of-way. The Segment 9 trail would be within the existing rail corridor and RTC right-of-way and would be located adjacent to existing single-family and multi-family residential areas, as well as other land uses described above and shown on **Figures 3.9-1 through 3.9-4**. The trail would extend through established communities via an existing transportation corridor; the proposed improvements within the corridor would increase connectivity and access to the coast by allowing formal community use of the corridor for transportation and recreation purposes. As such, the Project would not physically divide an established community and would have a beneficial effect of increasing connectivity within the community.

Segment 8 of the Project corridor would extend 0.6 mile along Beach Street, an established thoroughfare with sidewalks and bicycle lanes that connects the Santa Cruz Main Beach and visitor-serving uses with other coastal portions of the City. Segment 9 of the Project corridor would extend 1.6 miles from the SLR and continue along the inland side of the tracks along Murray Street, over the Santa Cruz Harbor, and then follow the existing rail corridor across 7th Avenue until Segment 9 terminates at 17th Avenue. Using the rail corridor would improve connectivity for pedestrians and cyclists to services along Beach Street because the Project would provide a pedestrian sidewalk and a bicycle cycle track using an existing corridor without disturbing existing residential, commercial, and industrial uses along the Project corridor. Overall, the Project would improve the community's connection by providing a trail in the City and RTC right-of-way and improve access between Beach Street, areas south of the SLR, and the unincorporated community of Live Oak.

As discussed in Section 2.5, *Project Operation and Maintenance*, it is estimated an average of 3,500 people could use the trail per day for transportation and recreation. Additionally, the trail would require intermittent maintenance, including but not limited to landscaping and vegetation management, pavement sealing and repair, trash and recycling disposal, and fence repair and

replacement. These trail use and maintenance activities would not result in the physical division of communities located along the trail corridor. Impacts would be **less than significant**.

In summary, this impact would be **less than significant**. No mitigation is required.

Optional First Phase: Trail on the Rail Line (Interim Trail)

1) Implementation of Interim Trail

As described in Section 2.6.2, *Optional First Phase: Trail on the Rail Line (Interim Trail)*, if this option is exercised, project construction is estimated to occur between 2025 and 2027. During implementation (Part 1), railroad tracks would be removed, and the Interim Trail would be constructed in generally the same location. As described above for the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)*, construction and operation of the optional Interim Trail would not physically divide established communities located along the Project corridor because the Interim Trail would be located generally in the same alignment of Segment 9, and the Project would be located entirely within the existing RTC right-of-way. Therefore, this impact would be **less than significant**. No mitigation is required.

2) Demolition of the Interim Trail and Rebuilding the Rail Line

For the purposes of analysis, it is estimated that the Interim Trail could be in operation for approximately 25 years, but it could be longer or shorter. Therefore, the Interim Trail would be demolished, and the railroad would be reconstructed (Part 2) around 2056 to 2060. Construction activities include removal of the Interim Trail, which would include demolishing and removing paving throughout the trail corridor, fiberglass panels, or asphalt at the Woods Lagoon Railroad Bridge crossing, retainer curbs, fencing, benches, and signage. Rebuilding the rail line would include construction of the rail ballast, installation of railroad ties and tracks, and construction of concrete panel railroad crossings, signals, and equipment. The rail line would be constructed generally in the existing corridor but may be realigned in some locations.

Although demolition and reconstruction of the railroad would involve additional construction activities compared to the *Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration)*, construction equipment would be similarly staged in previously disturbed areas within the rail right-of-way and other public properties along the Project corridor. As determined above for the *Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration)*, construction would not result in the physical division of existing communities along the Project corridor. Therefore, impacts related to demolition of the Interim Trail and rebuilding the rail line would be **less than significant**. No mitigation is required.

3) Construction of the Ultimate Trail Configuration

Constructing the Ultimate Trail Configuration as Part 3 of the optional first phase includes constructing the trail alongside the rail in the same location with the same features as the *Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration)* described and analyzed above. As discussed therein, construction and operation of the Ultimate Trail Configuration would not physically divide an established community. Therefore, this impact would be **less than significant**. No mitigation is required.

Combined Effect of Interim Trail Parts 1, 2, 3

Altogether, the optional Interim Trail would involve additional demolition and construction, and full buildout would occur over several decades. However, as discussed above, each of these development stages would not result in the physical division of an established community as the Project corridor would be located entirely within the existing RTC right-of-way. The combined impact of Interim Trail Parts 1, 2, and 3 would be **less than significant**.

Comparison of Proposed Project Impact with/without Optional Interim Trail

The Project, with and without the optional Interim Trail, would both be developed within the existing RTC rail corridor and right-of-way. Neither scenario would divide an established community, and both would increase connectivity within the community. Therefore, impacts of the Project, with and without the optional Interim Trail would be similar and would be **less than significant**. No mitigation would be required.

Design Option: East Harbor Connection

The impact of implementing the East Harbor Connection, which would be a switchback trail between the Coastal Rail Trail and the East Harbor service road, would be similar to the impact described above for the Ultimate Trail Configuration and the optional Interim Trail. Construction and operation of the East Harbor Connection would connect Segment 9 and the Santa Cruz Harbor. It would not divide an established community and instead would result in the beneficial effect of improving connectivity within the existing community. Impacts would be similar as construction and operation of the East Harbor Connection would involve similar activities as the Project, which would occur entirely within the existing RTC right-of-way and accordingly would not result in the physical division of an existing community. Therefore, impacts would remain **less than significant**.

Threshold B: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

Impact LUP-2 THE PROJECT WOULD NOT CONFLICT WITH APPLICABLE LAND USE PLANS, POLICIES, OR REGULATIONS ADOPTED FOR THE PURPOSE OF AVOIDING OR MITIGATING AN ENVIRONMENTAL EFFECT. (ULTIMATE TRAIL CONFIGURATION: LESS THAN SIGNIFICANT; OPTIONAL INTERIM TRAIL: LESS THAN SIGNIFICANT)

Proposed Project: Trail Next to Rail Line (Ultimate Rail Configuration)

The goals and policies of the County's General Plan and LCP include goals for increased connectivity and the provision of additional recreational opportunities in the County while preserving public safety and natural resources. The Project would provide connectivity between existing recreation areas and ultimately throughout the County, support the goals to enhance recreational opportunities by improving access throughout the region, and include educational signage throughout the Project corridor. Project consistency with specific relevant policies and objectives (hereinafter referenced as policies) of the County's General Plan and LCP with the purpose of avoiding or mitigating an environmental effect is demonstrated in **Table 3.9-2**. As described therein, the Project would be consistent with 22 of the 23 relevant policies. Several of these consistency determinations are based on the impact analyses and mitigation measures presented in other sections of the EIR, which are referenced throughout **Table 3.9-2**. The Project would not be consistent with Policy 5.1.6, Development in Sensitive Habitats, because it would result in tree

removal that would be a significant disruption in sensitive habitat. Refer to Section 3.3, *Biological Resources*, for a full discussion of impacts associated with sensitive habitat. Because the Project would be consistent with most (22 of 23) of the applicable land use policies in the County General Plan and LCP and because the specific potential impacts and required mitigation measures are addressed in other sections throughout this EIR, this impact would be **less than significant**. No additional mitigation is required.

The goals and policies of the City's General Plan establish goals for community enhancement, land use compatibility, protection of natural resources, and the provision of parks and open space within the City. As described previously, the Project would provide connectivity in the City and as such would enhance the community, be compatible with existing land uses and long-term land use goals, and enhance recreational opportunities by providing a recreational trail that increases connectivity to existing recreation areas, such as the Santa Cruz Beach Boardwalk, Santa Cruz Harbor, and Twin Lakes State Beach. Project consistency with specific relevant policies of the City's General Plan with the purpose of avoiding or mitigating an environmental effect is demonstrated below in **Table 3.9-3**. As described therein, the Project would be consistent with all eight relevant policies. Several of these consistency determinations are based on the impact analyses and mitigation measures presented in other sections of the EIR, which are referenced throughout **Table 3.9-3**. Because the Project would be consistent with all eight of the applicable land use policies in the City of Santa Cruz General Plan and because the specific potential impacts and required mitigation measures are addressed in other sections throughout this EIR, this impact would be **less than significant**. No additional mitigation is required.

The Project would also be consistent with the policies set forth in the Santa Cruz County Bicycle Plan and MBSST Network Master Plan because it supports development of safe bicycle routes and implements Segments 8 and 9 of the MBSST. The Project would provide an accessible bicycle/pedestrian path for active transportation, recreation, and nature education along the rail corridor, consistent with the MBSST Network Master Plan. The project objectives are based on and consistent with objectives and policies in the approved MBSST Network Master Plan. Additionally, the Project would be consistent with the goals of the Twin Lakes State Beach General Plan. The Twin Lakes State Beach General Plan establishes goals to provide recreational opportunities for day use, protect cultural and natural resources, and provide educational elements throughout the park for both cultural and natural resources. Because the Project would increase connectivity and improve access to the park and provide additional facilities near the beach, including public restrooms, benches, bike racks, and educational signage, the Project would be consistent with the Twin Lakes State Beach General Plan.

As discussed previously, the Project corridor within the City is zoned as Beach Commercial, Multiple Residence Low Density, Neighborhood Commercial, and General Industrial. Trails and recreational facilities are permitted in each of these zoning districts with applicable use permits, pursuant to Title 24 of the City's Municipal Code. Further, the Project corridor within the County is zoned as Public Facilities, which allows recreational facilities and accessory uses pursuant to the County's Municipal Code, Chapter 13.10. Accordingly, the Project would be consistent with the City's Municipal Code and County's Municipal Code.

In summary, the Project would be consistent with and support planning goals to enhance and establish safe alternative transportation and recreational opportunities throughout the City and County. The Project would be substantially consistent with applicable land use policies. Of the 31 specific policies reviewed in **Tables 3.9-2** and **3.9-3**, the Project would be consistent with all except County Policy 5.1.6, Development in Sensitive Habitats. Consistency with policies and ordinances

protecting biological resources, including trees, is addressed in Section 3.3 (Impact BIO-12). Several of these consistency determinations are based on the impact analyses and mitigation measures presented in other sections of the EIR, which are referenced throughout **Tables 3.9-2** and **3.9-3**. Implementing the mitigation measures to reduce impacts as a byproduct would result in overall consistency with applicable plans and policies discussed in this section. To avoid redundancy with the impact analyses and conclusions in other sections of this EIR, the analysis and conclusion for Impact LUP-2 focus on the overall resulting consistency.

Therefore, because the Project would be consistent with City and County goals to establish safe alternative transportation and recreational opportunities, because the Project would be consistent with most (30 of 31) of the applicable City and County land use policies, and because the specific potential impacts and required mitigation measures associated with these policies are fully addressed in other sections throughout this EIR, this impact would be **less than significant**. No additional mitigation is required.

Optional First Phase: Trail on the Rail Line (Interim Trail)

1) Implementation of Interim Trail

Implementing the Interim Trail (part 1) would be subject to the same regional and local regulations and land use plans as described above for the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)*. Therefore, as described above, the Interim Trail would be consistent with most of the applicable goals and policies in **Tables 3.9-2** and **3.9-3**. However, the Interim Trail (Part 1) would not be consistent with Policy 1.2.4 of the MBSST Network Master Plan, which intends to develop trails in a way that does not preclude future rail service along the rail corridor. Because the Interim Trail would be consistent with most City and County goals to establish safe alternative transportation and recreational opportunities, because the Interim Trail would be consistent with most of the applicable City and County land use policies, and because the specific potential impacts and required mitigation measures associated with these policies are fully addressed in other sections throughout this EIR, this impact would be **less than significant**.

2) Demolition of the Interim Trail and Rebuilding the Rail Line

Demolition of the Interim Trail and reconstruction of the rail line (optional Interim Trail Part 2) would involve additional demolition and construction activities. However, these activities would be similar to those of the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* and would comply with measures to avoid or minimize an environmental effect, including those established by the City's Municipal Code or the County's Municipal Code. Reconstruction of the rail line (Interim Trail Part 2) would restore Project consistency with Policy 1.2.4 of the MBSST Network Master Plan. Demolition of the trail and reconstruction of the rail line would result in potential impacts and required mitigation measures detailed throughout this EIR, which as a byproduct, would result in consistency with most applicable plans and policies. Therefore, Part 2 of the Interim Trail would be consistent with most applicable goals and policies of the City's General Plan or County's General Plan and LCP with the purpose of avoiding or mitigating an environmental effect. Impacts would be **less than significant**.

Table 3.9-2 Santa Cruz County General Plan Policy Consistency Analysis

Santa Cruz County General Plan Policy	Consistency Discussion
Air Quality	
<p>Policy 5.18.1. New Development. Ensure new development projects are consistent at a minimum with the Monterey Bay Unified Air Pollution Control District Air Quality Management Plan and review such projects for potential impact on air quality.</p>	<p>Consistent. The Project has been reviewed for consistency with the Monterey Bay Unified Air Pollution Control District (now known as the Monterey Bay Air Resources District) Air Quality Management Plan to determine the potential for impacts on air quality, as discussed in Section 3.2, <i>Air Quality</i>. Implementation of the Project would not result in permanent increases in air emissions. Typical construction equipment would be utilized through either development option, and standard best management practices (BMPs), including but not limited to limiting grading activities during high winds, watering construction areas, covering inactive storage piles, installing perimeter protection, and implementing measures from the Soil Management Plan to be prepared by the County, would be implemented throughout construction. These emissions have been accounted for in the Air Quality Management Plan and would not significantly impact air quality. Therefore, implementation of the Project would be consistent.</p>
<p>Policy 5.18.3. Air Quality Mitigation. Require land use projects generating high levels of pollutants (i.e., manufacturing facilities, hazardous waste handling operations) to incorporate air quality mitigations in their design.</p>	<p>Consistent. The Project is a trail and would not generate high levels of pollutants like a manufacturing facility or hazardous waste handling operation might. As discussed in Section 3.2, <i>Air Quality</i>, the Project would generate temporary construction-related emissions but would not result in permanent increases in air emissions. Implementation of BMPs, including limiting grading activities during high winds, watering construction areas, covering inactive storage piles, installing perimeter protection, and implementing measures from the Soil Management Plan to be prepared by the County, would reduce potential impacts to a less than significant level. Therefore, the Project would be consistent with this policy.</p>
<p>Objective 3.1. Vehicle Miles. To limit the increase in Vehicle Miles Traveled (VMT) to achieve as a minimum, compliance with the current Air Quality Management Plan.</p>	<p>Consistent. As described in Section 3.12, <i>Transportation</i>, the Project would not conflict with or be inconsistent with guidance related to VMT established by the Office of Planning and Research, California Department of Transportation, and the County. Overall, the Project would result in a decrease in VMT by increasing active transportation opportunities and connectivity in the region. Further, as discussed in Section 3.2, <i>Air Quality</i>, the Project would be consistent with the Monterey Bay Air Resources District Air Quality Management Plan. Therefore, the Project would be consistent with this policy.</p>
Biological Resources	
<p>Policy 5.1.6. Development in Sensitive Habitats. Sensitive Habitats shall be protected against a significant disruption of habitat values; and any proposed development within or adjacent to these areas must maintain or enhance functional capacity of the habitat. Reduce in scale, redesign, or if no other alternative exists, deny any project which cannot sufficiently mitigate significant adverse impacts on sensitive habitats unless approval of project is legally necessary to allow a reasonable use of the land.</p>	<p>Inconsistent. As discussed in Section 3.3, <i>Biological Resources</i>, the Project corridor extends through sensitive habitat, and Project development requires tree removal that would disrupt habitat values. Therefore, the Project would be inconsistent with this policy.</p>

Table 3.9-2 Santa Cruz County General Plan Policy Consistency Analysis

Santa Cruz County General Plan Policy	Consistency Discussion
<p>Policy 5.1.8. Chemicals Within Sensitive Habitats. Prohibit the use of insecticides, herbicides, or any toxic chemical substances in sensitive habitats, except when an emergency has been declared, when the habitat itself is threatened, when a substantial risk to public health and safety exists, including maintenance for flood control by Public Works, or when such use is authorized pursuant to a permit issued by the Agricultural Commissioner.</p>	<p>Consistent. No proposed toxic chemical applications are planned for the trail corridor or adjacent land uses. Prior to the onset of construction activities, the County would be required to prepare an erosion control plan and would prepare a Stormwater Pollution Prevention Plan (SWPPP) in accordance with the state Stormwater National Pollutant Discharge Elimination System (NPDES), which would include the implementation of BMPs to ensure toxic substances that may be related to construction activities would not enter sensitive environments adjacent to the trail corridor, as discussed in Section 3.8, <i>Hydrology and Water Quality</i>. Therefore, the Project would be consistent with this policy.</p>
<p>Policy 5.1.9. Biotic Assessments. Within the following areas, require a biotic assessment as part of normal project review to determine whether a full biotic report should be prepared by a qualified biologist:</p> <p>(a) Areas of biotic concern, mapped</p> <p>(b) Sensitive habitats, mapped and unmapped</p>	<p>Consistent. A Natural Environment Study was prepared for the Project, which includes the evaluation of adjacent land uses and sensitive environments. These are described in Section 3.3, <i>Biological Resources</i>. Because a biotic assessment was prepared for the Project, the Project is consistent with this policy.</p>
<p>Policy 5.2.3. Activities Within Riparian Corridors and Wetlands. Development activities, land alteration and vegetation disturbance within riparian corridors and wetlands and required buffers shall be prohibited unless an exception is granted per the Riparian Corridor and Wetlands Protection ordinance. As a condition of riparian exception, require evidence of approval for development from the U.S. Army Corps of Engineers, California Department of Fish and Game, and other federal or state agencies that may have regulatory authority over activities within riparian corridors and wetlands.</p>	<p>Consistent. As described in Section 3.3, <i>Biological Resources</i>, the Project corridor includes wetlands and riparian vegetation. Therefore, an exception is required per the County’s Riparian Corridor and Wetlands Protection. There is an existing drainage within the Project corridor at the west end of Segment 9 that would be improved to function as a vegetated swale. Further, the County would obtain permits from the U.S. Army Corps of Engineers, California Department of Fish and Wildlife (formally California Department of Fish and Game), and Central Coast Regional Water Quality Control Board prior to the construction of the Project. The County have also coordinated with the Coastal Commission to determine Environmentally Sensitive Habitat Areas along the trail corridors. Therefore, the Project would be consistent with this policy.</p>
<p>Policy 5.2.7. Compatible Uses With Riparian Corridors. Allow compatible uses in and adjacent to riparian corridors that do not impair or degrade the riparian plant and animal systems, or water supply values, such as non-motorized recreation and pedestrian trails, parks, interpretive facilities and fishing facilities. Allow development in these areas only in conjunction with approval of a riparian exception.</p>	<p>Consistent. As stated above, the Project would extend through a riparian corridor. Implementation of the Project would result in the addition of a non-motorized recreational and pedestrian trail with an educational program that includes signs that provide information on sensitive habitats located along the trail corridor. Therefore, the Project would be consistent with this policy. Refer to Policy 5.1.6, Development in Sensitive Habitats, for issues related to trail construction and tree removal.</p>
<p>Policy 5.2.10. Development in Wetland Drainage Basins. Require development projects in wetlands basins to include drainage facilities or Best Management Practices (BMPs) which will maintain surface runoff patterns and water quality, unless a wetland</p>	<p>Consistent. The Project corridor is not located within a wetland drainage basin. Further, prior to the onset of construction activities, the County would prepare an erosion control plan, would prepare a SWPPP in accordance with the state Stormwater NPDES, and would implement BMPs to ensure that runoff and erosion that may be related to construction activities would not enter sensitive</p>

Table 3.9-2 Santa Cruz County General Plan Policy Consistency Analysis

Santa Cruz County General Plan Policy	Consistency Discussion
management plan specifies otherwise, and minimize erosion, sedimentation, and introduction of pollutants.	environments adjacent to the trail corridor, resulting in the addition of toxic materials or sedimentation to wetlands, as discussed in Sections 3.3, <i>Biological Resources</i> , and 3.8, <i>Hydrology and Water Quality</i> . Therefore, the Project would be consistent with this policy.
Cultural Resources	
Policy 5.19.1. Evaluation of Native American Cultural Sites. Protect all archaeological resources until they can be evaluated. Prohibit any disturbance of Native American Cultural Sites without an appropriate permit. Maintain the Native American Cultural Sites ordinance.	Consistent. Previously identified cultural resources have been identified, and the area has been surveyed by qualified archaeologists. The rail line has been identified as a historical resource, and mitigation has been established that would involve historical interpretive exhibits for the Santa Cruz Branch Railroad. This would ensure that existing recorded resources are protected, and the unexpected discovery of previously unknown resources were properly handled and recorded, in accordance with Chapter 16.40 of the County’s Municipal Code, as further discussed in Section 3.4, <i>Cultural Resources</i> . Therefore, implementation of the Project would be consistent with this policy.
Policy 5.19.2. Site Surveys. Require an archaeological site survey (surface reconnaissance) as part of the environmental review process for all projects with very high site potential as determined by the inventory of archaeological sites, within the Archaeological Sensitive Areas, as designated on General Plan and LCP Resources and Constraint Maps files in the Planning Department.	Consistent. A qualified archaeologist has surveyed the Project corridor for cultural resources. The findings of this study are detailed in Section 3.4, <i>Cultural Resources</i> . Therefore, the Project would be consistent with this policy.
Policy 5.19.3. Development Around Archaeological Resources. Protect archaeological resources from development by restricting improvements and grading activities to portions of the property not containing these resources, where feasible, or by preservation of the site through project design and/or use restrictions, such as covering the site with earthfill to a depth that ensures the site will not be disturbed by development, as determined by a professional archaeologist.	Consistent. Previously identified cultural have been identified, and the area has been surveyed by qualified archaeologists. The rail line has been identified as a historical resource, and mitigation has been established that would involve historical interpretive exhibits for the Santa Cruz Branch Railroad. This would ensure that existing recorded resources are protected, and the unexpected discovery of previously unknown resources were properly handled and recorded, in accordance with Chapter 16.40 of the County’s Municipal Code, as further discussed in Section 3.4, <i>Cultural Resources</i> . Therefore, implementation of the Project would be consistent with this policy.
Policy 5.19.4. Archaeological Evaluations. Require the applicant for development proposals on any archaeological site to provide an evaluation, by a certified archaeologist, of the significance of the resource and what protective measures are necessary to achieve General Plan and LCP Land Use Plan objectives and policies.	Consistent. An Archaeological Survey Report has been undertaken by a qualified archaeologist for the Project. Previously identified cultural and Native American resources have been identified, and the area has been surveyed by qualified archaeologists. The rail line has been identified as a historical resource, and mitigation has been established that would involve historical interpretive exhibits for the Santa Cruz Branch Railroad. This would ensure that existing recorded resources are protected, and the unexpected discovery of previously unknown resources were properly handled and recorded, in accordance with Chapter 16.40 of the County’s Municipal Code, as further discussed in Section 3.4, <i>Cultural Resources</i> . Therefore, implementation of the Project would be consistent with this policy.

Table 3.9-2 Santa Cruz County General Plan Policy Consistency Analysis

Santa Cruz County General Plan Policy	Consistency Discussion
<p>Policy 5.19.5. Native American Cultural Sites. Prohibit any disturbance of Native American Cultural Sites without an archaeological permit which requires, but is not limited to, the following:</p> <ul style="list-style-type: none"> (a) A statement of the goals, methods, and techniques to be employed in the excavation and analysis of the data, and the reasons why the excavation will be of value; (b) A plan to ensure that artifacts and records will be properly preserved for scholarly research and public education; (c) A plan for disposing of human remains in a manner satisfactory to local Native American Indian groups. 	<p>Consistent. An Archaeological Survey Report has been prepared by a qualified archaeologist for the Project. Previously identified cultural and Native American resources have been identified, and the area has been surveyed by qualified archaeologists. The rail line has been identified as a historical resource, and mitigation has been established that would involve historical interpretive exhibits for the Santa Cruz Branch Railroad. This would ensure that existing recorded resources are protected, and the unexpected discovery of previously unknown resources were properly handled and recorded, in accordance with Chapter 16.40 of the County’s Municipal Code, as further discussed in Section 3.4, <i>Cultural Resources</i>. Therefore, implementation of the Project would be consistent with this policy.</p>
Energy	
<p>Policy 5.17.1. Promote Alternative Energy Sources. Promote the use of energy sources which are renewable, recyclable and less environmentally degrading than non-renewable fossil fuels.</p>	<p>Consistent. As discussed in Section 3.15.3, <i>Energy</i>, energy would be consumed as necessary during project construction but would not be wasteful or inefficient. Following construction, operation of the trail would include minimal new lighting, which would be solar-powered where feasible, as stated in Chapter 2, <i>Project Description</i>. Otherwise, operation of the Project would not require the use of energy sources. Therefore, the Project would be consistent with this policy.</p>
Geology and Soils	
<p>Policy 5.9.1. Protection and Designation of Significant Resources. Protect significant geological features such as caves, large rock outcrops, inland cliffs and special formations of scenic or scientific value, hydrological features such as major waterfalls or springs, and paleontological features, through the environmental review process. Designate such sites on the General Plan and LCP Resources and Constraints Maps where identified.</p>	<p>Consistent. The Project would not be located near currently identified hydrological, geological, or paleontological features. Further, compliance with existing regulations regarding hydrological, geological, and paleontological resources, and implementation of mitigation measures pertaining to these resources would ensure that the Project would not result in significant impacts to such resources. For a full discussion on hydrological, geological, and paleontological resources and the mitigation measures contained therein, refer to Section 3.5, <i>Geology and Soils</i>, and Section 3.8, <i>Hydrology and Water Quality</i>. Therefore, the Project would be consistent with this policy.</p>
Hydrology and Water Quality	
<p>Policy 6.3.4. Erosion Control Plan Approval Required for Development. Require approval of an erosion control plan for all development, as specified in the Erosion Control ordinance. Vegetation removal shall be minimized and limited to that amount indicated on the approved development plans, but shall be consistent with fire safety requirements.</p>	<p>Consistent. Prior to the onset of construction activities, the County would be required to prepare an erosion control plan and would prepare a SWPPP in accordance with the state Stormwater NPDES, which would include the implementation of BMPs to ensure toxic substances that may be related to construction activities would not enter sensitive environments adjacent to the trail corridor, as discussed in Section 3.8, <i>Hydrology and Water Quality</i>. Therefore, the Project would be consistent with this policy.</p>

Table 3.9-2 Santa Cruz County General Plan Policy Consistency Analysis

Santa Cruz County General Plan Policy	Consistency Discussion
<p>Policy 6.3.5. Installation of Erosion Control Measures. Require the installation of erosion control measures consistent with the Erosion Control ordinance, by October 15, or the advent of significant rain, or project completion, whichever occurs first. Prior to October 15, require adequate erosion control to be provided to prevent erosion from early storms. For development activities, require protection of exposed soil from erosion between October 15 and April 15 and require vegetation and stabilization of disturbed areas prior to completion of the project. For agricultural activities, require that adequate measures are taken to prevent excessive sediment from leaving the property.</p>	<p>Consistent. Prior to the onset of construction activities, the County would be required to prepare an erosion control plan and would prepare a SWPPP in accordance with the state Stormwater NPDES, which would include the implementation of BMPs to avoid and minimize erosion to the extent feasible within the trail corridor, as discussed in Section 3.8, <i>Hydrology and Water Quality</i>. Furthermore, the Project would comply with the County’s Grading Ordinance as applicable. Section 16.20.070 of the County’s Municipal Code prohibits grading in the County during the winter season (October 15 through April 15). Therefore, the Project would be consistent with this policy.</p>
<p>Greenhouse Gas Emissions</p>	
<p>Policy 5.18.9. Greenhouse Gas Reduction. Implement state and federal legislation promoting the national goal of 35 percent reduction of carbon dioxide and other greenhouse gases by 2000.</p>	<p>Not Applicable. Since the target year for this goal has passed, this policy is not applicable to the Project. However, as discussed fully in Section 3.6, <i>Greenhouse Gas Emissions/Climate Change</i>, the Project would be consistent with current state, regional, and local greenhouse gas emissions reduction targets, including those established by the California Air Resources Board 2017 Scoping Plan, and the County’s Climate Action Strategy.</p>
<p>Hazards and Hazardous Materials</p>	
<p>Objective 6.6. Hazardous and Toxic Materials. To eliminate, to the greatest degree possible, the use of hazardous and toxic materials, and where it is not feasible completely to eliminate the use of such materials, then to minimize the reduction in the use of such materials, so as to ensure that such materials will not contaminate any portion of the County’s environment, including the land, water, and air resources of the County.</p>	<p>Consistent. As discussed fully in Section 3.7, <i>Hazards and Hazardous Materials</i>, small quantities of potentially toxic substances (e.g., petroleum and other chemicals used to operate and maintain construction equipment) would be used along the Project corridor and transported to and from the site during construction. However, the Project contractor would be required to comply with California Health and Safety Code, Chapter 6.95, which would ensure that risks from routine use, transport, handling, storage, disposal, and release of hazardous materials would be minimized. Compliance with existing regulations and implementation of mitigation measures would ensure that impacts related to hazardous materials are avoided and minimized to the extent feasible. Therefore, the Project would be consistent with this policy.</p>
<p>Noise</p>	
<p>6.9.6 Vibration from Rail. Evaluate vibrations from rail activities for future development within 200 feet of the railroad tracks as part of environmental review.</p>	<p>Consistent. The Project corridor is not currently in use, except Segment 8 is being used by Roaring Camp seasonally (twice daily during summer). Implementation of the Project would construct the multi-use trail within 200 feet of the existing railroad line, the majority of which would be located in developed areas of the County. Although recreators would experience some vibration when using the trail if a train passed through the corridor, the effects would be temporary and sporadic; it would not</p>

Table 3.9-2 Santa Cruz County General Plan Policy Consistency Analysis

Santa Cruz County General Plan Policy	Consistency Discussion
	<p>be expected that vibration from the trail would significantly impact or deter trail users. Implementation of the Interim Trail would involve removing the railroad and replacing the tracks with a multi-use trail; therefore, vibration would not impact the Interim Trail while it is in operation. Therefore, Project implementation would be consistent with this policy. Refer to Section 3.10, <i>Noise</i>, for a full discussion on Project vibration impacts.</p>
<p>6.9.7 Construction Noise. Require mitigation on construction noise as a condition of future project approach.</p>	<p>Consistent. The Project would not result in significant impacts related to construction noise, as detailed in Section 3.10, <i>Noise</i>. As stated in Section 2.6, <i>Project Construction</i>, construction would occur between the hours of 8:00 a.m. and 5:00 p.m., Monday through Friday. Additionally, construction could also start at 7:00 a.m., Monday through Friday, or occur on Saturdays or Sundays with written approval from the County. There would be no construction on national holidays. Emergencies may require work outside these hours. This would minimize construction impacts on adjacent land uses, and noise reducing measures would be implemented on construction equipment when used within 150 feet of residences. Therefore, implementation of the Project would be consistent.</p>

Table 3.9-3 City of Santa Cruz General Plan Policy Consistency Analysis

City of Santa Cruz General Plan Policy	Consistency Discussion
<p>LCP Policy 2.31. Design and site development to minimize lot coverage and impervious surfaces, to limit post-development runoff to predevelopment volumes, and to incorporate storm drainage facilities that reduce urban runoff pollutants to the maximum extent possible.</p>	<p>Consistent. As discussed in Table 3.9-2 and fully discussed in Section 3.8, <i>Hydrology and Water Quality</i>, the trail would result in new impervious surfaces within the rail corridor, but it would be designed to include drainage facilities that reduce urban runoff pollutants to the maximum extent possible and that would not substantially alter drainage patterns. Therefore, the Project would be consistent with this policy.</p>
<p>LCP Policy 3.1.2. Prohibit grading and earth disturbance during wet winter months and ensure that any grading or stockpiles are stabilized and revegetated (or covered) before winter months.</p>	<p>Consistent. The Project would comply with the City’s Grading Ordinances as applicable. Section 18.45.040 of the City’s Municipal Code prohibits grading in the City during the rainy season (October 15 through April 1) unless approved by the City. Additionally, implementation of BMPs, including but not limited to limiting grading activities during high winds, watering construction areas, covering inactive storage piles, installing perimeter protection, and implementing measures from the Soil Management Plan to be prepared by the City, would further ensure Project consistency with this policy. Therefore, the Project would be consistent with this policy.</p>
<p>LCP Policy 1.2.2. Evaluate the extent of onsite archaeological and paleontological resources through archival research, site surveys, and necessary supplemental testing as part of the initial environmental assessment on each potentially significant site.</p>	<p>Consistent. As discussed in Section 3.4, <i>Cultural Resources</i>, to determine potential impacts to archaeological and paleontological resources, a California Historical Resources Information System records search and a Native American Heritage Commission Sacred Lands File search were conducted, in addition to a review of historical aerial imagery and topographic maps, a pedestrian field survey, and the evaluation of one built environment resource located within the Project corridor. Native American tribal consultation was also completed pursuant to Assembly Bill 52. Previously identified cultural have been identified, and the area has been surveyed by qualified archaeologists. Cultural resources have been identified and mitigation has been established that would involve historical interpretive exhibits for the Santa Cruz Branch Railroad. This would ensure that existing recorded resources are protected, and the unexpected discovery of previously unknown resources were properly handled and recorded, in accordance with Section 24.12.410 of the City’s Municipal Code, as further discussed in Section 3.4, <i>Cultural Resources</i>. Further, as discussed in Section 3.5, <i>Geology and Soils</i>, existing information in scientific literature regarding known fossils within geologic units was evaluated for the Project corridor and a paleontological sensitivity classification was assigned to each geologic unit mapped within the Project corridor. As stated in Section 3.5, <i>Geology and Soils</i>, the Project would require implementation of Mitigation Measure GEO-5, which includes paleontological resources monitoring and mitigation. Therefore, the Project would be consistent with this policy.</p>
<p>Policy LU-1.2. Ensure that growth and development do not lead to the overdraft of any water source, the creation of unacceptable levels of air pollution, or the loss of prime agricultural land.</p>	<p>Consistent. The Project is not growth and development that could lead to overdraft of any water resource. As discussed in Section 3.8, <i>Hydrology and Water Quality</i>, implementation of the Project would not interfere with sustainable groundwater management. As discussed in Section 3.2, <i>Air Quality</i>, the Project would not result in significant air pollutant emissions during construction or operation. Finally, as discussed in Section 3.15, <i>Effects Found to be Less than Significant</i>, the Project corridor would not be located near agricultural lands and would not result in the loss of Farmland. Therefore, the Project would be consistent with this policy.</p>

Table 3.9-3 City of Santa Cruz General Plan Policy Consistency Analysis

City of Santa Cruz General Plan Policy	Consistency Discussion
<p>Policy CC5.1.8. Require new development to maintain predevelopment runoff levels.</p>	<p>Consistent. The Project would comply with Chapter 16.19 of the City’s Municipal Code, which would require that the Project does not result in runoff that exceeds predevelopment levels. Therefore, the Project would be consistent with this policy.</p>
<p>Policy HZ2.2.1. Require future development projects to implement applicable Monterey Bay Unified Air Pollution Control District control measures and/or air quality mitigations in the design of new projects as set forth in the District’s “CEQA Guidelines.”</p>	<p>Consistent. As discussed in Section 3.2, <i>Air Quality</i>, the Project would be consistent with the Monterey Bay Air Resources District (formerly the Monterey Bay Unified Air Pollution Control District) Air Quality Management Plan and would comply with applicable control measures established in its <i>CEQA Guidelines</i>. Therefore, the Project would be consistent with this policy.</p>
<p>Policy HZ3.1.1. Require land uses to operate at noise levels that do not significantly increase surrounding ambient noise.</p>	<p>Consistent. The Project would not result in significant impacts related to construction noise, as detailed in Section 3.10, <i>Noise</i>. Construction hours would be limited to between 8:00 a.m. and 7:00 p.m. on weekdays and 9:00 a.m. and 4:00 p.m. on Saturday or Sundays to minimize construction impacts on adjacent land uses, and noise reducing measures would be implemented on construction equipment when used within 150 feet of residences. In operation, the Project corridor would extend through existing developed areas of the City and would not result in a substantial increase in noise levels compared to existing conditions. Further, the normal operating hours would be dawn to dusk, with public “pass through” at all times to allow for early morning and evening commuting and transportation use. Thus, the trail is anticipated to result in minimal additional sources of noise during those hours. Therefore, implementation of the Project would be consistent with this policy.</p>
<p>Policy NRC2.2.1. As part of the CEQA review process for development projects, evaluate and mitigate potential impacts to sensitive habitat (including special-status species) for sites located within or adjacent to these areas.</p>	<p>Consistent. As discussed in Section 3.3, <i>Biological Resources</i>, a Natural Environment Study has been prepared for the Project, which includes the evaluation of adjacent land uses and sensitive environments. As discussed therein, mitigation has been identified to reduce potential impacts to sensitive habitat or special-status species to the extent feasible. Therefore, the Project would be consistent with this policy.</p>

3) Construction of the Ultimate Trail Configuration

This third part of the optional first phase includes constructing the trail alongside the rail in the same location with the same features as the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* described and analyzed above. As discussed, the Ultimate Trail Configuration would be consistent with most applicable goals and policies of the City's General Plan or County's General Plan and LCP with the purpose of avoiding or mitigating an environmental effect. The inconsistency with County General Plan Policy 5.1.6, Development in Sensitive Habitats, is fully addressed in Section 3.3. Therefore, because the Ultimate Trail Configuration would be consistent with City and County goals to establish safe alternative transportation and recreational opportunities, because it would be consistent with most (30 of 31) of the applicable City and County land use policies, and because the specific potential impacts and required mitigation measures associated with these policies are fully addressed in other sections throughout this EIR, this impact would be **less than significant**.

Combined Effect of Interim Trail Parts 1, 2, 3

Altogether, the Interim Trail would involve additional demolition and construction, and full buildout would occur over a longer period of time compared to the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)*. However, as discussed above, each of these project stages would be consistent with most of the goals and policies of the City's General Plan or the County's General Plan and LCP. Therefore, the combined impact of Interim Trail Parts 1, 2, and 3 would be **less than significant**.

Comparison of Proposed Project Impact with/without Optional Interim Trail

The Project, with and without the optional Interim Trail, would be consistent with most applicable land use goals and policies. Under either scenario, the Ultimate Trail Configuration would be inconsistent with County Policy 5.1.6, Development in Sensitive Habitats. The Interim Trail (Part 1) would have additional inconsistency with Policy 1.2.4 of the MBSST Network Master Plan, which intends to develop trails in a way that does not preclude future rail services along the rail corridor, but would be consistent once the rail is rebuilt (Part 2). Overall, for reasons described in the above discussions, the impacts would be **less than significant**.

Design Option: East Harbor Connection

The impact of implementing the East Harbor Connection, which would be a switchback trail between the Coastal Rail Trail and the East Harbor service road, would be consistent with most of the applicable goals and policies described above for the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)*. Like the Ultimate Trail Configuration, it would be inconsistent with County Policy 5.1.6, Development in Sensitive Habitats, because it would require removal of approximately 15 additional trees, located near a known bird rookery. Refer to Section 3.3 for a full discussion of the potential impact. For purposes of the discussion of Impact LUP-2 in this section, the East Harbor Connection would be consistent with most of the applicable goals and policies. Therefore, this impact would be **less than significant**.

3.9.5 Summary Comparison

Comparison of Impacts^a for Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration) with/without Optional First Phase: Trail on the Rail Line (Interim Trail)

Impacts	Proposed Project: Trail Next to Rail Line (Ultimate Trail Configuration)	Optional First Phase: Trail on the Rail Line (Interim Trail)		
		1) Implementation of Interim Trail	2a) Demolition of Interim Trail	2b) Rebuilding the Rail Line
LUP-1. The Project would not physically divide an established community.	LTS	LTS Substantially similar	LTS Substantially similar	LTS Substantially similar
LUP-2. The Project would not conflict with applicable land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect.	LTS	LTS Similar, more	LTS Similar	LTS Substantially similar

^a The impacts of the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* are presented in the first column with the impact determination presented in the second column using the abbreviations identified below. Potentially significant impacts requiring mitigation or determined significant and unavoidable are presented in **bold** with the required mitigation measure indicated below.

The anticipated impacts for the *Optional First Phase: Trail on the Rail line (Interim Trail)* are presented and described in comparison to the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* (e.g., similar, more, less), with the reasoning presented in the text discussion.

The impacts of Interim Trail Part 3 (Construction of the Ultimate Trail Configuration) would be the same or substantially similar to that identified for *Proposed Project: Trail Next to Rail Line (Ultimate Trail Configuration)* in the second column. Therefore, a column for Part 3, Construction of the Ultimate Trail Configuration, of the *Optional First Phase: Trail on the Rail line (Interim Trail)* is not included unless there are notable differences.

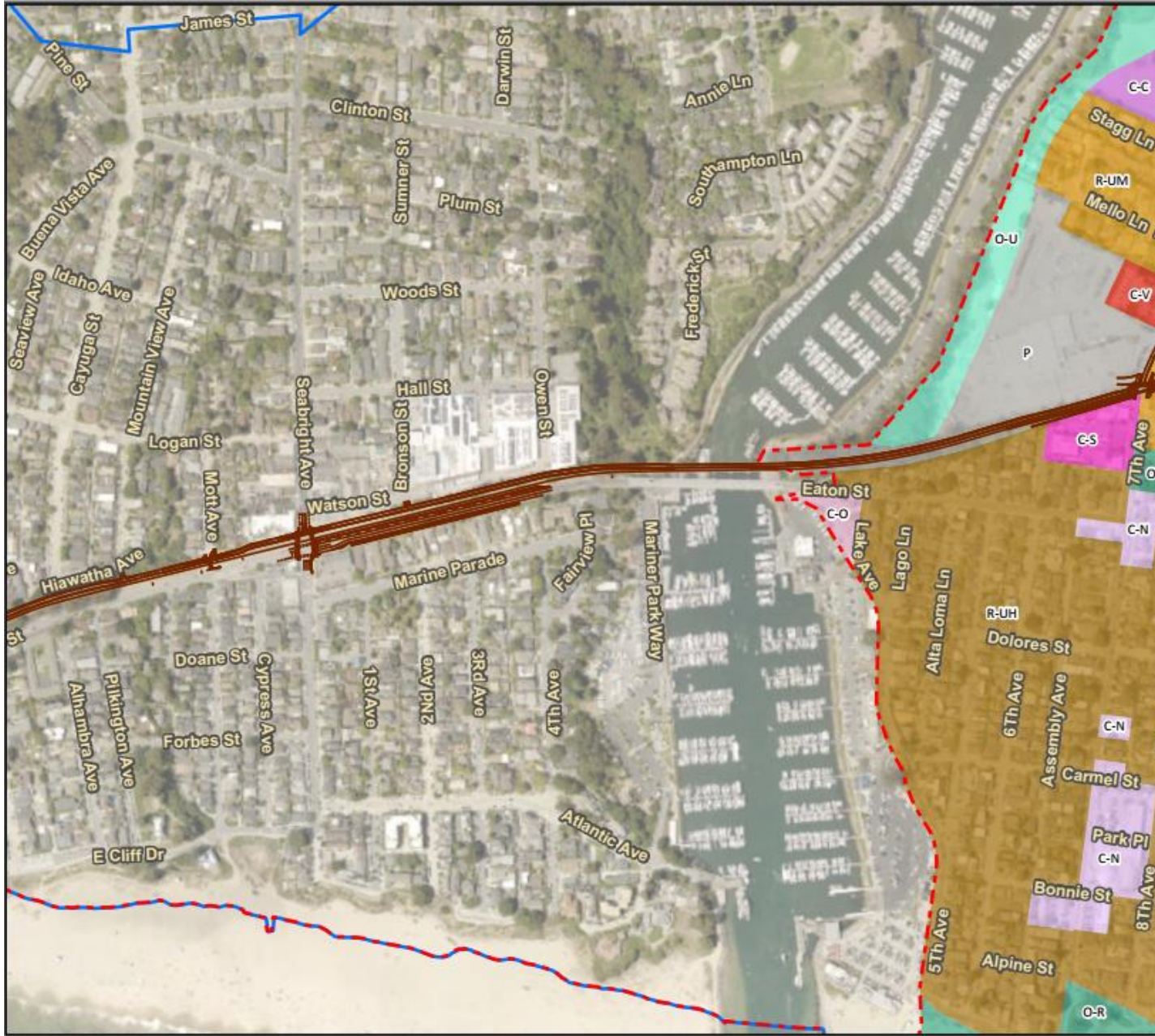
NI = No Impact

LTS = Less than Significant without Mitigation

LTSM = Less than Significant with Mitigation

SU = Significant & Unavoidable

MM = Mitigation Measure



- City of Santa Cruz
- Coastal Zone Boundary
- RTS Segment 9
- County General Plan Land Use Designations**
- C-C (Commercial-Community)
- C-N (Commercial-Neighborhood)
- C-O (Commercial-Office)
- C-S (Commercial-Service)
- C-V (Commercial-Visitor Accom.)
- O-R (Parks and Recreation)
- P (Public Facilities)
- R-UM (Residential - Urban Medium Density)
- R-UH (Residential - Urban High Density)
- O-U (Urban Open Space)



Source: Rincon 2022.



Harris & Associates

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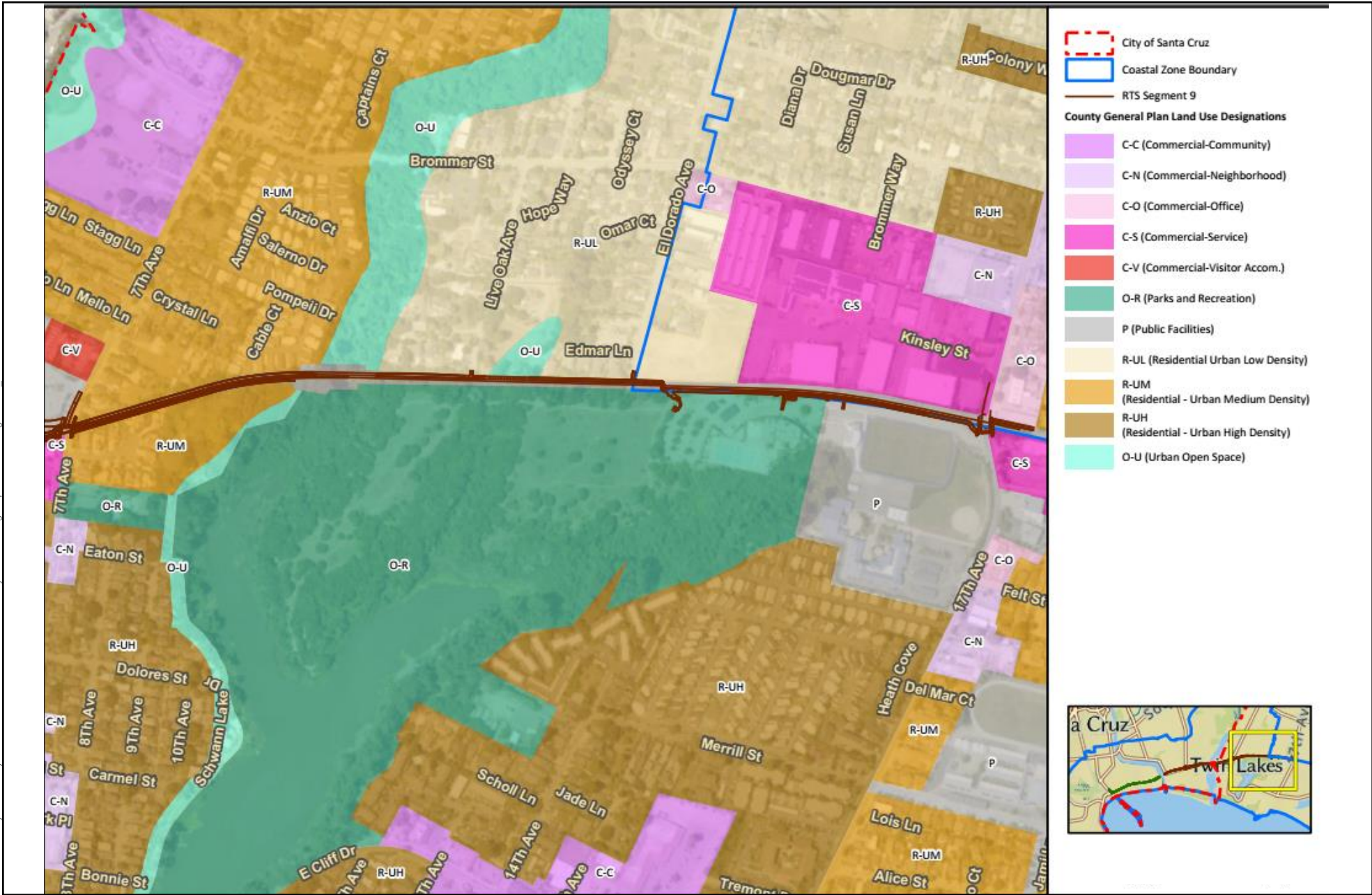




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Figure 3.9-1a
County of Santa Cruz General Plan Land Use Designations - Segment 9 (Western Portion)

Coastal Rail Trail Segments 8 and 9

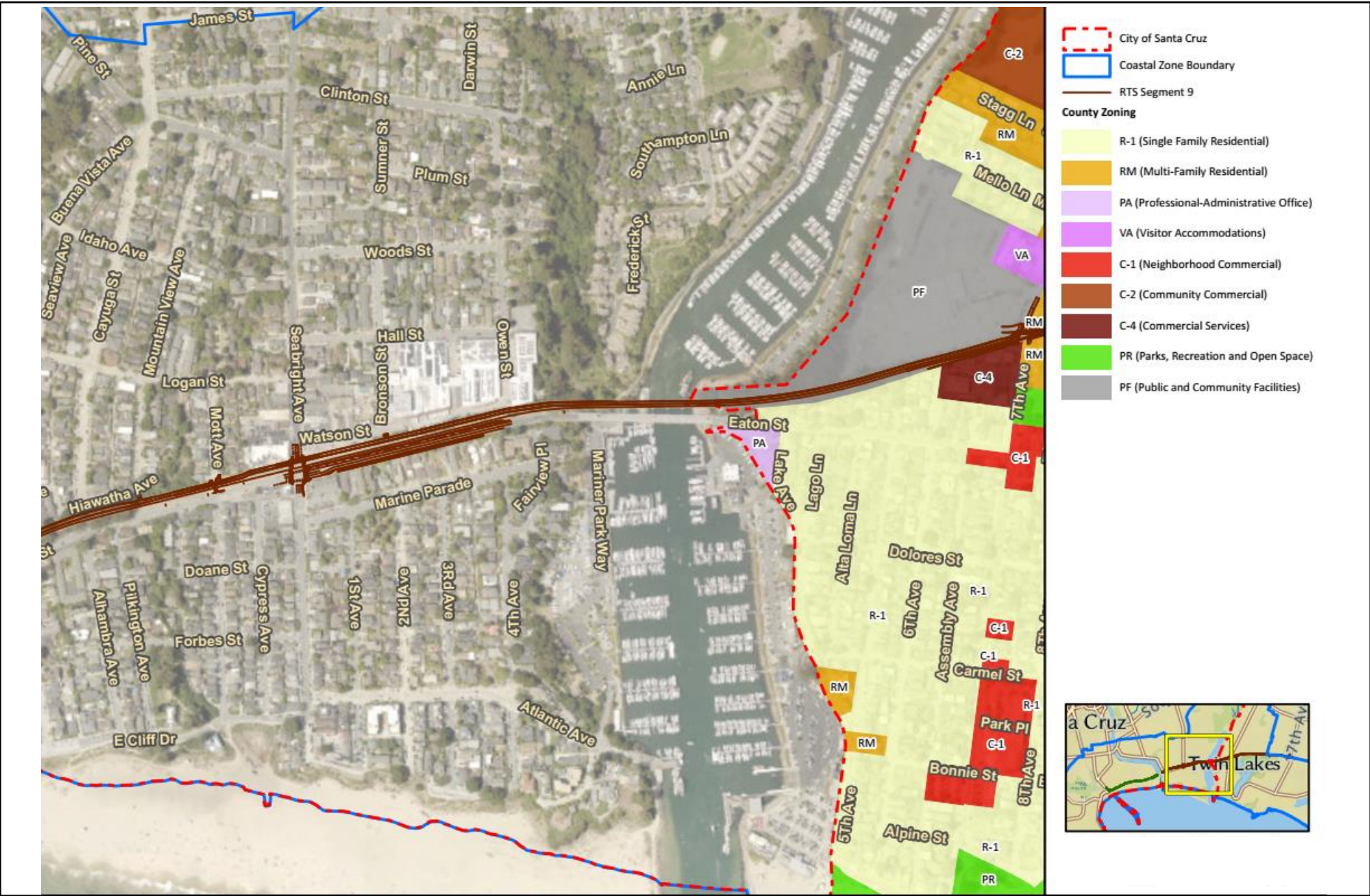


Source: Rincon 2022.



Figure 3.9-1b
County of Santa Cruz General Plan Land Use Designations - Segment 9 (Eastern Portion)

Coastal Rail Trail Segments 8 and 9



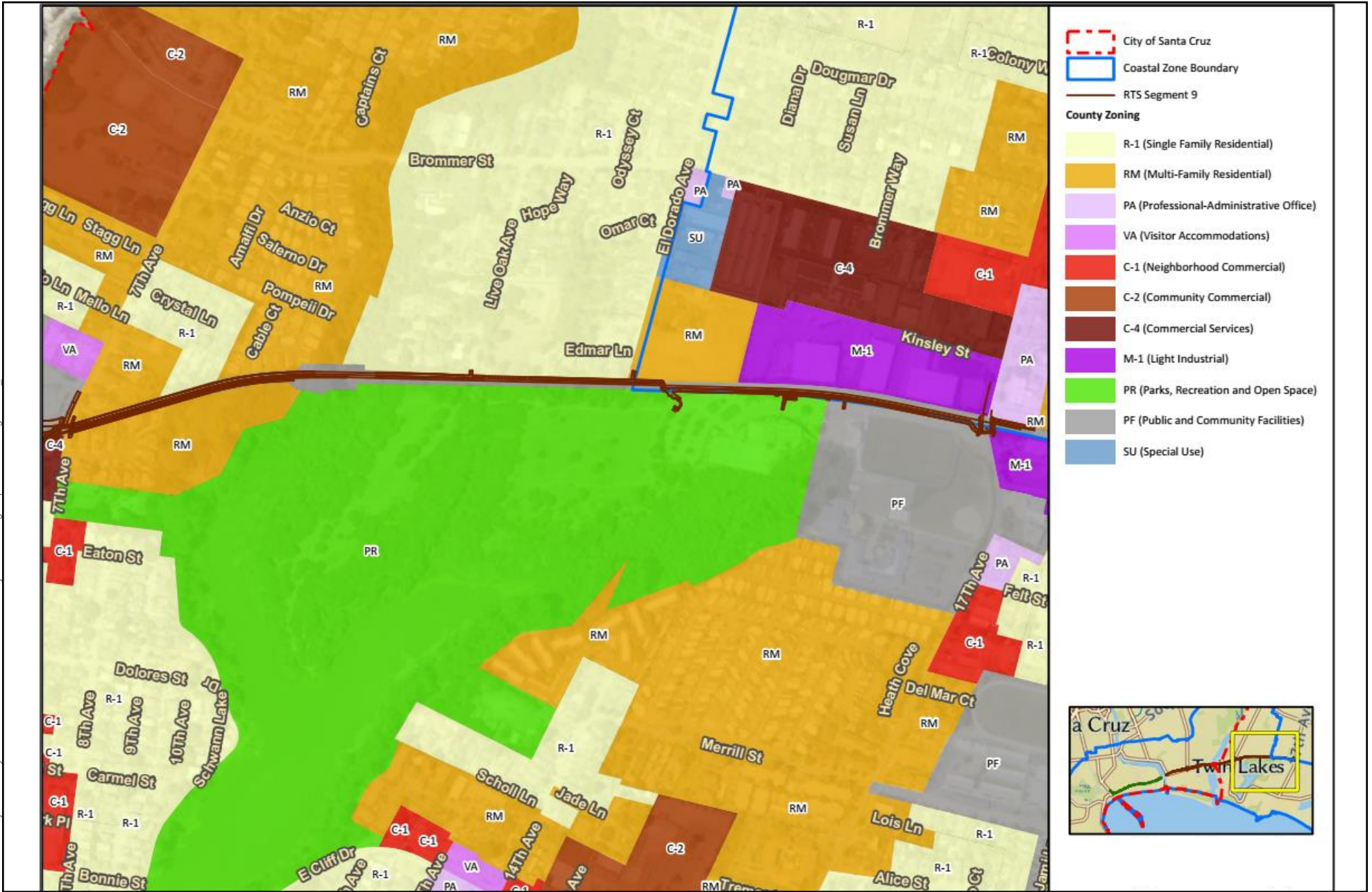
Source: Rincon 2022.

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Figure 3.9-2a
County of Santa Cruz Zoning Districts - Segment 9 (Western Portion)

Coastal Rail Trail Segments 8 and 9



Source: Rincon 2022.

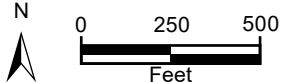
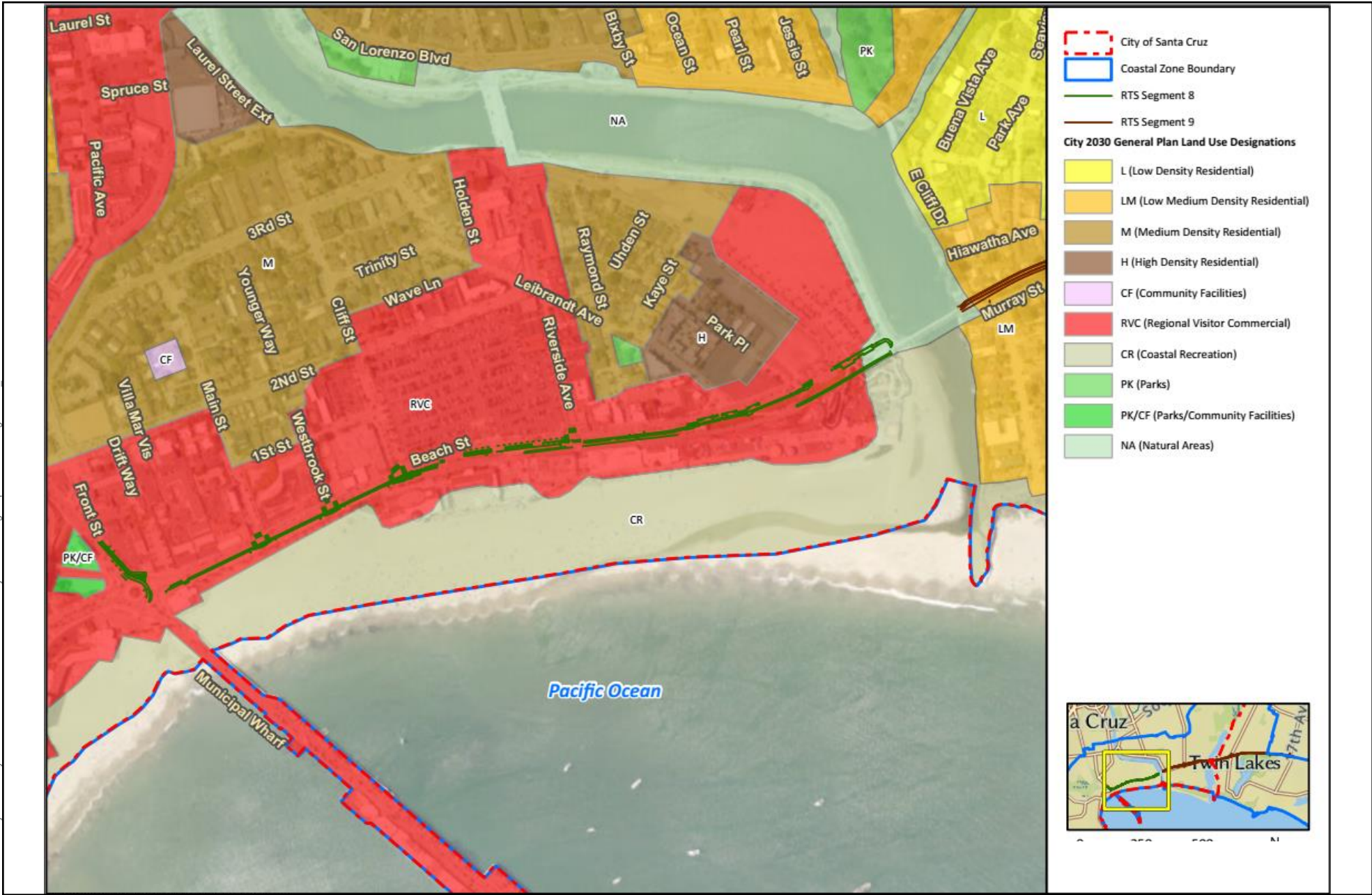


Figure 3.9-2b
 County of Santa Cruz Zoning Districts - Segment 9 (Eastern Portion)

Coastal Rail Trail Segments 8 and 9



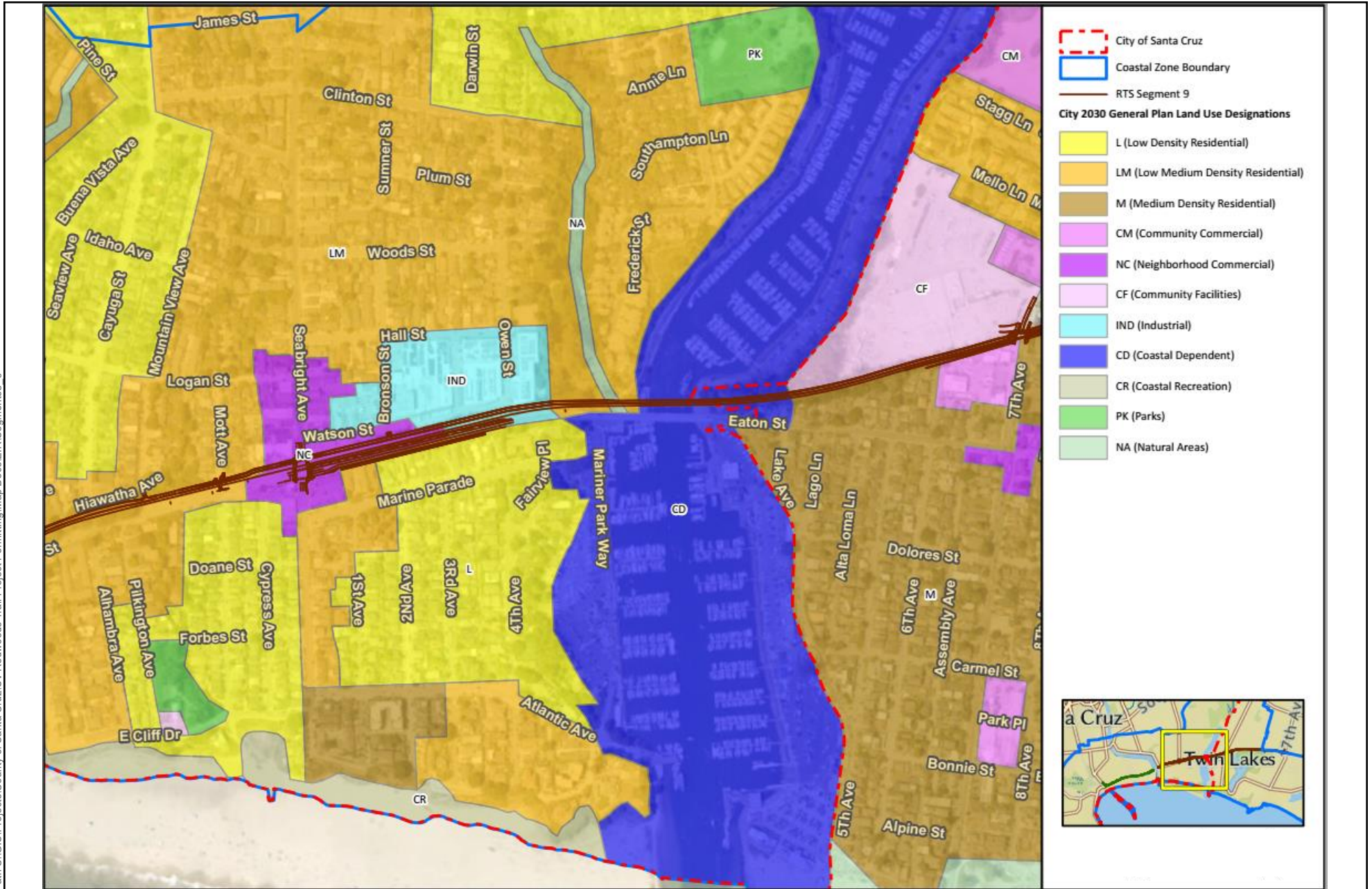
Source: Rincon 2022.



City of Santa Cruz General Plan Land Use Designations – Segment 8 and Segment 9 (Western Terminus)

Figure 3.9-3a

Coastal Rail Trail Segments 8 and 9



Source: Rincon 2022.

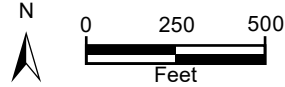


Figure 3.9-3b
City of Santa Cruz General Plan Land Use Designations - Segment 9 (Western Portion)

Coastal Rail Trail Segments 8 and 9



Source: Rincon 2022.

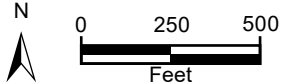
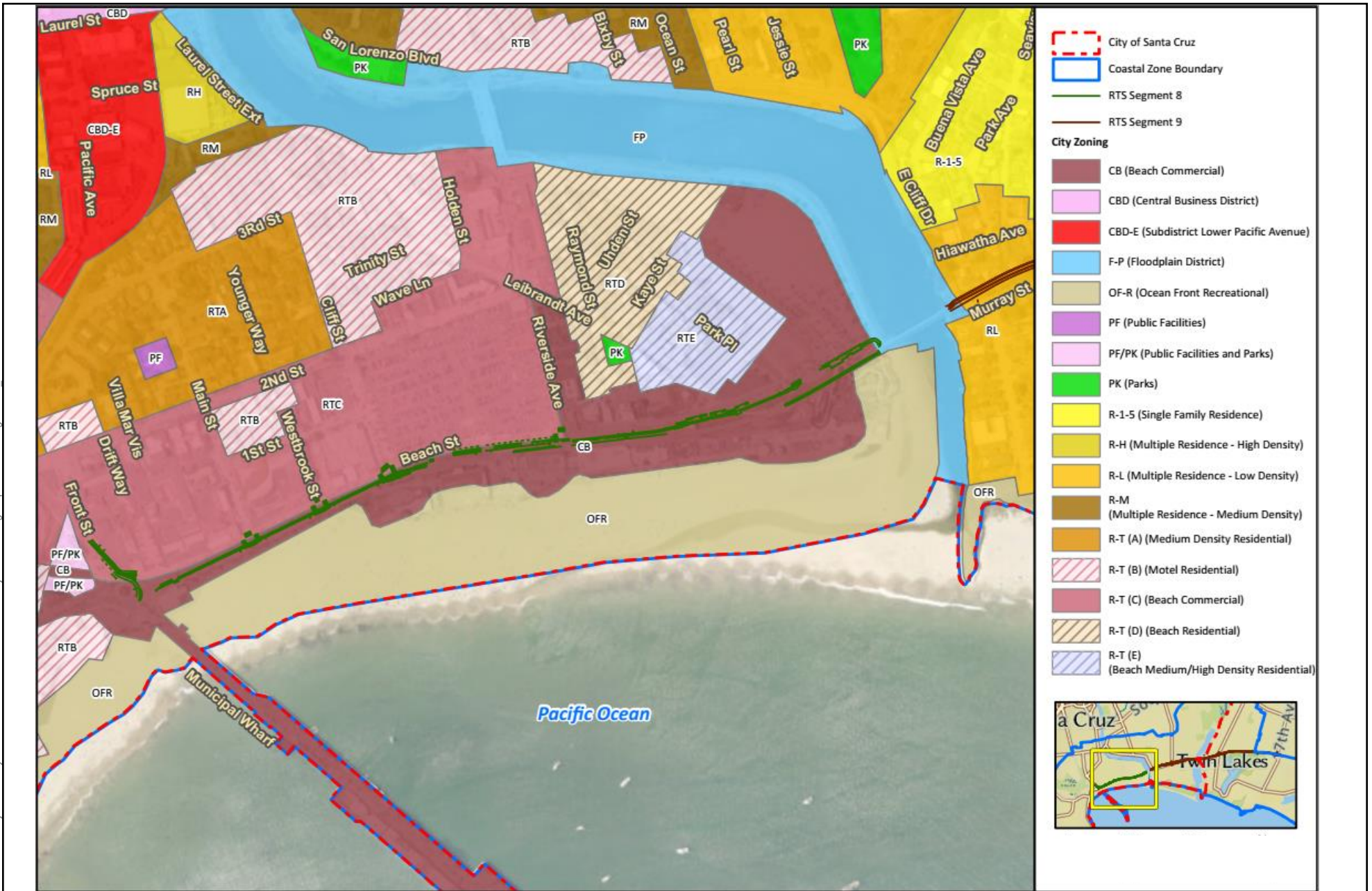


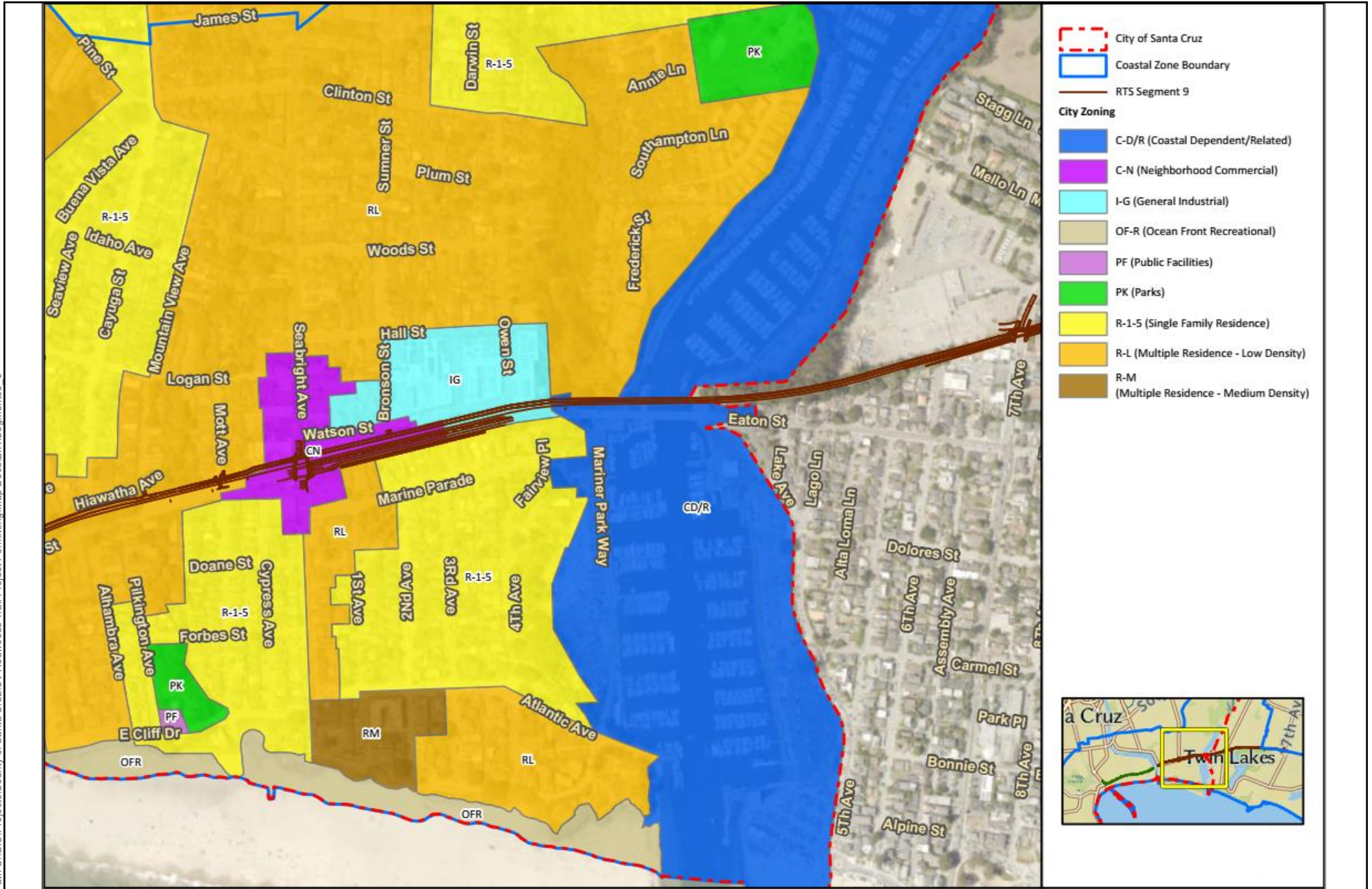
Figure 3.9-3c
City of Santa Cruz General Plan Land Use Designations - Segment 9 (Eastern Portion)

Coastal Rail Trail Segments 8 and 9



Source: Rincon 2022.

Figure 3.9-4a
City of Santa Cruz Zoning Districts – Segment 8 and Segment 9 (Western Terminus)



Source: Rincon 2022.

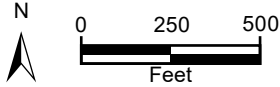


Figure 3.9-4b
City of Santa Cruz Zoning Districts - Segment 9 (Western Portion)

Coastal Rail Trail Segments 8 and 9

incorporation of required construction and operational best management practices, no significant cumulative impacts are anticipated. The Project would be subject to the same applicable laws, and accordingly the Project's contribution **would not be cumulatively considerable**.

The geographic context for the analysis of cumulative impacts for exposure inundation by flood, seiche, tsunami, or mudflow is site-specific and not cumulative in nature. The exposure of one project to inundation is based on the upstream location of a seiche or mudflow or location on the coast for a tsunami and would not affect the location of another cumulative project. Future development projects that would be constructed in an inundation area would be required to incorporate applicable building standards related to flood hazards and tsunamis to minimize the impacts from these types of events. Therefore, no significant cumulative impacts are anticipated, and the Project's contribution **would not be cumulatively considerable**.

In summary, planned development would not result in significant cumulative impacts concerning violation of water quality standards or waste discharge requirements, decreased groundwater supplies or interference with groundwater recharge, alterations to existing drainage patterns, or conflicts with water quality or groundwater plans. The Project's contribution to hydrology and water quality impacts **would not be cumulatively considerable**.

4.1.11 Land Use and Planning

The cumulative setting for land use and planning includes the area in the vicinity of the Project corridor, as it extends through the County. **Figures 3.9-1a** through **3.9-4b** in Section 3.9, *Land Use and Planning*, show that the land use designations and zoning districts in this area include residential, commercial, industrial, and public facilities uses. Land uses are predominantly commercial and residential, with the Project corridor entirely within a Public Facilities land use designation.

IMPACT LUP-C CUMULATIVE DEVELOPMENT WOULD NOT RESULT IN SIGNIFICANT CUMULATIVE LAND USE IMPACTS. THE PROJECT'S CONTRIBUTION WOULD NOT BE CUMULATIVELY CONSIDERABLE.

As shown in **Table 4-1**, past, present, and reasonably foreseeable projects in the City and County are primarily infrastructure improvements and residential or mixed-use projects. Other future development that could occur in the Project vicinity, based on the City and County General Plan land use designations and zoning districts, includes residential redevelopment and/or commercial redevelopment. Because the majority of land near the Project corridor is already developed, future development would be limited to redevelopment or infill projects.

Planned development projects would be required to comply with policies established by the City of Santa Cruz General Plan, City's Municipal Code, Santa Cruz County General Plan, County's Municipal Code, and other adopted planning documents that limit the bounds and extent of development, as described in Section 3.9. Projects would also need to support the common goal of enhancing existing communities, providing additional recreational opportunities, and protecting and preserving natural resources. Planned uses and development would result in additional visitors and employees to the areas surrounding the Project corridor but would not introduce new land uses that would conflict with existing rural and agricultural land uses, substantially change land use patterns, physically divide established communities, or conflict with relevant plans and policies. Therefore, cumulative development would not result in significant cumulative land use impacts.

The Project would introduce a multi-use trail along the existing rail corridor improving connectivity and accessibility within the City of Santa Cruz and surrounding unincorporated area for existing and planned land uses, and providing an alternative transportation corridor and recreational land use

where rail lines are underutilized. As described in Section 3.9, the addition of the trail would not physically divide an established community or conflict with applicable plans and policies, and the impact would be less than significant. Although overall use of the lands surrounding the Project corridor would increase, the land use impact of the Project would be less than significant, would not result in a substantial contribution to an existing cumulative land use impact, and thus **would not be cumulatively considerable**.

4.1.12 Noise

The geographic extent for the analysis of cumulative construction noise, stationary noise, and vibration impacts is generally limited to areas within 0.5 mile of the Project corridor. Beyond this distance, impulse noise may be briefly audible, and steady noise from construction activity or Project operations would generally dissipate such that the level of noise would reduce to below applicable noise standards and/or blend in with the background noise level. Similarly, vibration is a localized phenomenon that reduces progressively as the distance from the source increases. As such, this geographic extent is appropriate for construction noise and vibration, as well as stationary noise. The geographic scope for ambient vehicle noise levels are the roadways serving the Project corridor and cumulative projects.

IMPACT N-C CUMULATIVE DEVELOPMENT MAY RESULT IN SIGNIFICANT CUMULATIVE NOISE IMPACTS TO AMBIENT VEHICLE NOISE. THE PROJECT'S CONTRIBUTION WOULD NOT BE CUMULATIVELY CONSIDERABLE.

Construction noise and ground-borne vibration from planned development, including projects listed in **Table 4-1**, would be limited to the construction phase in the immediate vicinity (150–550 feet for noise and 50 feet for vibration) from the operation of construction equipment. Construction noise and vibration would cease after construction is completed. Due to the linear nature of project construction, construction of the cumulative projects is unlikely to occur simultaneously in close enough proximity to Project construction to result in cumulative construction noise or vibration exposure. The potential for future rail service identified in **Table 4-1** would have the potential to generate ongoing noise and vibration in the immediate vicinity of the Project corridor. However, based on the planned construction time frame for the Project, with or without the optional Interim Trail, Project construction would cease prior to potential future rail operation. As such, vibration impacts would not combine with other cumulative development to generate cumulative noise or vibration impacts, including potential vibration generated by future rail operation. Therefore, planned development would not result in a significant cumulative impact during construction. Thus, the Project's contribution to a cumulative construction noise and vibration impact **would not be cumulatively considerable**.

The cumulative projects, such as new mixed-use development in the City and County, would introduce new stationary noise sources, such as heating, ventilation, and air conditioning equipment, that could potentially generate new stationary noise near sensitive receptors (e.g., residences, libraries, schools). However, new development would be required to demonstrate consistency with local standards, including the City and County Noise Ordinances. Therefore, planned development would not result in a significant cumulative impact. As discussed in Section 3.10, *Noise*, the Project would not generate significant on-site operational noise levels, and operation of the trail would result in minimal and incremental noise from human conversations. As such, the project contribution to stationary noise impacts **would not be cumulatively considerable**.

A cumulative ambient vehicle noise impact would occur if cumulative development would result in an increase in ambient noise of 3 dBA on area roadways compared to existing conditions. New land

3.11 Public Safety and Services

This section identifies and evaluates impacts related to public safety and services that may arise through implementation of the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* and the *Optional First Phase: Trail on the Rail line (Interim Trail)* along the Santa Cruz County Regional Transportation Commission (RTC)-owned Santa Cruz Branch Rail Line corridor in central Santa Cruz County (County), partially in the City of Santa Cruz (City) and partially in the unincorporated Live Oak area. The analysis addresses existing public safety features and services in addition to measures that have been included in the design of the Project to ensure that public safety and services are retained or enhanced following Project implementation. Public services analyzed in this section include emergency response, fire protection, police protection, schools, parks, healthcare facilities, and libraries. Impacts to other recreation facilities are discussed in Section 3.15, *Effects Found to be Less than Significant*. **Table 3.11-1** summarizes identified impacts related to public safety and services.

Table 3.11-1 Summary of Impacts on Public Safety and Services^a

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
PUB-1. The Project would not result in the need for additional fire protection facilities or emergency medical services response to maintain acceptable service ratios or response times.	Less than Significant	None Required	Less than Significant
PUB-2. The Project would not result in the need for additional police protection or law enforcement facilities to maintain acceptable service ratios or response times.	Less than Significant	None Required	Less than Significant
PUB-3. The Project would not result in the need for the construction of new or additional park facilities, nor the degradation of existing facilities.	Less than Significant	None Required	Less than Significant
PUB-4. The Project would not result in the need for the construction of new or additional health service facilities.	Less than Significant	None Required	Less than Significant

Beneficial Effect: The Project itself would provide a new transportation and recreational facility and would improve access to Twin Lakes State Beach park facilities and other parks and recreation facilities, such as the Santa Cruz Harbor, Simpkins Swim Center, and Santa Cruz Boardwalk. Additionally, the Project would improve access to the rail line for police, fire, and emergency response medical services.

^a The impacts apply to both the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* and the *Optional First Phase: Trail on the Rail line (Interim Trail)* unless otherwise noted after the impact statement.

3.11.1 Existing Conditions

Regional and Project Corridor Setting

A wide range of state and local government entities provide extensive public services to City and County residents related to fire and police protection, public health and safety, education, parks, and general public resources, including libraries.

Agencies that provide services throughout the Project corridor are discussed below. Due to the cross-jurisdictional nature of the trail corridor, some public service providers would differ depending on the segment (i.e., whether the segment is in the County or City of Santa Cruz).

Emergency Response Services

Emergency response services are provided under the provisions established through the County Emergency Medical Service Plan that is administered by the County Public Health Department under the Santa Cruz County Health Services Agency (SCR911 2017). Public safety services are overseen by Santa Cruz Regional 9-1-1 (SCR911), formally the Santa Cruz Consolidated Emergency Communications Center, a joint powers authority that has been established for the County. All 911 calls are received by SCR911 and routed to the American Medical Response (AMR), which provides 24-hour American Life Support ambulance transport throughout the County or the appropriate fire or police department depending on the emergency being reported. The appropriate first responder is determined by the requirements of the emergency being reported and the provisions available to provide first response services in addition to the location and requirements for accessing the reported emergency.

Fire Protection Services

Fire protection in California is the responsibility of the federal, state, or local government, depending on the individual jurisdiction. The State of California is responsible for fire protection in the rural unincorporated areas of the County. The Project corridor is located in a Local Responsibility Area. The western portion of the Project corridor (all of Segment 8 and a portion of Segment 9) is provided service by the City of Santa Cruz Fire Department (SCFD). The eastern portion of the Project corridor (a portion of Segment 9) is provided service by the Central Fire District of Santa Cruz County (CFD).

SANTA CRUZ FIRE DEPARTMENT

SCFD has four stations within the City, three of which are within 1.25 miles of the Project corridor, including Station 1 at 711 Center Street, Station 2 at 1103 Soquel Avenue, and Station 3 at 335 Younglove Avenue (City of Santa Cruz 2022a). Services from the stations are available 24 hours per day, 7 days per week. SCFD staff has 60 members, including firefighters/paramedics, captains, battalion chiefs, fire prevention staff, training staff, and administrative staff. SCFD equipment includes four engines, one type 3 engine, and one truck. The SCFD also staffs a Lifeguard Headquarters adjacent to the Project corridor at 21 Municipal Wharf with 70 seasonal lifeguards.

CENTRAL FIRE DISTRICT

The CFD services the communities of Live Oak, Soquel, Capitola, Aptos, Rio Del Mar, and La Selva Beach. The CFD has seven stations and 120 active employees (CFD 2020). The station closest to the Project corridor is Station 1 at 930 17th Avenue, approximately 0.1 mile north of the rail corridor.

Police Protection Service

Police protection is provided throughout the Project corridor by a combination of Santa Cruz Police Department (SCPD) and County Sheriff's Office, which is supported by California Highway Patrol (CHP) and California Department of Fish and Wildlife (CDFW) as discussed below.

SANTA CRUZ POLICE DEPARTMENT

The SCPD serves the residents and visitors of the City. The SCPD employs 94 budgeted sworn officers and 25 non-sworn civilian staff (City of Santa Cruz 2022b). The SCPD splits the City into five patrol beats including West, East, Beach, Central, and Downtown. The Project corridor would be serviced by the police station at 155 Center Street, approximately 0.5 mile north of the Project corridor.

SANTA CRUZ COUNTY SHERIFF'S OFFICE

The County Sheriff's Office provides primary law enforcement services in the unincorporated portions of the County, along the eastern portion of the Project corridor (eastern portion of Segment 9). There are six County Sheriff's service centers in the County, with the headquarters at the Live Oak/Soquel Service Center at 5200 Soquel Avenue in the unincorporated community of Live Oak, approximately 1.5 miles north of the Project corridor.

CALIFORNIA HIGHWAY PATROL

The CHP is responsible for patrolling state highways and county roadways, enforcing traffic regulations, responding to traffic accidents, and providing service and assistance to drivers in disabled vehicles. The CHP maintains a mutual aid agreement with the County Sheriff's Office and assists local governments during emergencies when requested (Fish 2018). The County is located in the CHP Coastal Division whose service area includes 325 miles along the Central Coast. The area office in the County (Office 720) is located at 10395 Soquel Drive in the unincorporated community of Aptos, approximately 7 miles east of the Project corridor.

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

The CDFW provides two to three wardens throughout all of the County, including Twin Lakes State Beach adjacent to the trail corridor in Live Oak. The CDFW wardens cover an extensive area as the County supports special-status species, jurisdictional waterways, and areas where hunting may occur, either legally or illegally. Therefore, law enforcement provisions are coordinated between the CDFW wardens and the local sheriff's department to determine the most efficient and effective mode of response for each reported emergency (Fish 2018).

Healthcare Facilities

The Public Health Department of the Santa Cruz County Health Services Agency has contracted emergency ambulance services for unincorporated Santa Cruz County to the AMR since 1990 (Santa Cruz County 2012). The AMR provides 24-hour Advanced Life Support ambulance transport and maintains 10 ambulance stations throughout the County. The closest station to the Project corridor is approximately 1.25 miles north on Hubbard Street in the City of Santa Cruz. Between four and eight ambulances are deployed to station locations, depending on anticipated demand. The AMR also deploys additional units during peak demand times, such as holidays.

The major hospitals in the City and County include Dominican Hospital and Watsonville Community Hospital, which both operate emergency rooms. There are also a number of additional City, County, and privately operated medical facilities, including urgent care facilities provided, such as Doctors on Duty (urgent care facility). The closest emergency or urgent care facilities to the Project corridor include Sutter Palo Alto Medical Foundation at 2025 Soquel Avenue (1.2 miles), Doctors on Duty (urgent care facility) at 615 Ocean Street (1.5 miles), and Dominican Hospital at 1555 Soquel Drive (1.6 miles). Additionally, Kaiser Permanente is planning to construct a large outpatient facility with

an urgent care clinic to be located at 5940 Soquel Avenue in Live Oak, approximately 1.5 miles from the rail corridor.

Parks

The Project corridor is mostly developed within the RTC-owned Santa Cruz Branch Rail Line corridor right-of-way. From west to east, the Project corridor runs parallel to Santa Cruz Main Beach, Twin Lakes State Beach, and Simpkins Swim Center. State and local parks near the corridor are discussed below.

STATE

The State of California owns and operates 14 state parks throughout the County. Of these, the Project corridor extends through Twin Lakes State Beach. Twin Lakes State Beach extends for 1 mile along the Santa Cruz coast parallel to Murray Street, East Cliff Drive, and Portola Drive. The north portion of the Twin Lakes State Beach, nestled north of Schwan Lagoon, is within the Project corridor. Twin Lakes State Beach features Schwan Lake (Schwan Lagoon), which offers a variety of walking and hiking trails through a natural preserve of old oaks and coastal grasslands.

LOCAL

Local parks located or planned within the vicinity of the Project corridor are managed by the City of Santa Cruz Parks and Recreation Department and the Santa Cruz County Parks, Open Space and Cultural Services Department.

The City manages 35 parks and 12 facilities within the City, as well as 35 miles of trails. Two parklets, Beach Flats Park and Poets Park, as well as Tyrell Park and the Museum of Natural History, are located less than 0.2 mile north of the Project corridor (City of Santa Cruz 2022c). Nueva Vista Community Center is located near the two parklets. Additionally, the City owns and manages Santa Cruz Main Beach adjacent to the privately owned Santa Cruz Beach Boardwalk.

The Santa Cruz County Parks, Open Space and Cultural Services Department, maintains 38 neighborhood, community, regional, and rural parks; 27 coastal access points; and a regional swim center. There are approximately 223 miles of bikeways throughout the County, which includes 196 miles of bicycle lanes and 27 miles of separated bicycle paths (Santa Cruz County 2022a). A sampling of the recreational opportunities in the County include hiking, cycling, surfing, sailing, equestrian use, and nature viewing. The County's "Park Finder" map includes Twin Lakes County Park less than 0.1 mile south of the Project corridor and Simpkins Swim Center less than 0.1 mile south (Santa Cruz County 2022b).

Schools

There are 10 kindergarten through 12th grade (K–12) school districts in the County.

The western portion of the Project corridor is within the Santa Cruz City School District. The closest schools to the Project corridor include Gault Elementary School (0.6 mile), Bayview Elementary School (1.2 miles), Branciforte Middle School (1.2 miles), Mission Hill Middle School (1.8 miles), Santa Cruz High School (1.4 miles), and Harbor High School (1.6 miles).

The eastern portion of the Project corridor is within the Live Oak School District. The closest schools to the Project corridor include Shoreline Middle School (0.1 mile), Del Mar Elementary School (0.4 mile), and Live Oak Elementary School (0.6 mile).

Libraries

Santa Cruz City-County library system serves the County and City. The Santa Cruz County Public Library system includes 10 neighborhood branches. The closest library to the Project corridor is the Branciforte Branch Library, located at 230 Gault Street in the City of Santa Cruz, less than 1 mile north of the Project corridor.

3.11.2 Regulatory Setting

The following section summarizes the state, regional, and local policies and regulations applicable to the Project. There are no relevant federal regulations regarding public services applicable to the Project.

State

California Master Mutual Aid Agreement

The California Master Mutual Aid Agreement is a framework agreement between the State of California and local governments for aid and assistance by the interchange of services, facilities, and equipment, including but not limited to fire, police, medical and health, communication, and transportation services and facilities for emergency rescue, relief, evacuation, rehabilitation, and reconstruction services. The Project corridor is covered by a mutual aid agreement between the State, Santa Cruz County, and the City of Santa Cruz to provide fire and emergency response services, and the U.S. Bureau of Land Management, CDFW, CHP, California State Parks Department, and County Sheriff's Office to provide police services throughout the County.

Regional

Santa Cruz County Regional Transportation Commission 2045 Regional Transportation Plan

The Santa Cruz County RTC is responsible for developing, implementing, and regularly updating the Regional Transportation Plan (RTP) for the County. The RTP is a state-mandated plan that identifies transportation needs in the County over the next 20+ years. The Santa Cruz County RTC most recently approved a 2045 RTP in June 2022. The RTP estimates the amount of funding that will be available over this time frame and identifies a financially constrained priority list of projects. The 2045 RTP includes goals, targets, and policies that are relevant to the Proposed Project, such as the following:

- **Goal 1.** Establish livable communities that improve people's access to jobs, schools, recreation, healthy lifestyles and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.
 - **Target 1.A.** Improve people's ability to meet most of their daily needs without having to drive. Improve access and proximity to employment centers.
 - **Target 1.B.** Re-invest in the local economy by reducing transportation expenses from vehicle ownership, operation and fuel consumption. Reduce smog-forming pollutants and greenhouse gas emissions.
 - **Target 1.C.** Improve the convenience and quality of trips, especially for walk, bicycle, transit, freight and carpool/vanpool trips.
 - **Target 1.D.** Improve health and reduce greenhouse gas emissions by increasing the percentage of trips made using active transportation options, including bicycling, walking and transit.

- **Policy 1.1, Transportation Demand Management.** Expand demand management programs that decrease the number of vehicle miles traveled and result in mode shift.
 - **Policy 1.3, Transportation Infrastructure.** Improve multimodal access to and within key destinations for all ages and abilities.
 - **Policy 1.4, Transportation Infrastructure.** Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks.
- **Goal 2**
- **Target 2.A.** Improve transportation safety, especially for the most vulnerable users.
 - **Policy 2.1, Safety.** Prioritize funding for safety projects and programs that will reduce fatal or injury collisions.
 - **Policy 2.3, Emergency Services.** Support projects that provide access to emergency services.
 - **Policy 2.4, System Design.** Reduce the potential for conflict between bicyclists, pedestrians, and vehicles.
 - **Policy 2.5, Security.** Incorporate transportation system security and emergency preparedness into transportation planning and project/program implementation.

Local

Santa Cruz County General Plan

The County's General Plan provides a framework for development and growth in the County (Santa Cruz County 1994). The Parks, Recreation, and Public Facilities Element includes objectives and policies for the adequate provision of public services to support existing and future populations. Because the Project is being implemented by the federal government, local land use authority is preempted such that local policies and regulations do not directly apply to the Project. However, key parks and public facilities policies and objectives relevant to the Project include objectives to provide adequate public services including fire, emergency response, police and schools, and safe recreational areas and passive natural open spaces for the citizens of the County. Examples of these policies that pertain to adequate public services including fire, emergency response, police and schools, and safe recreational areas and passive natural open spaces are located in Chapter 7, *Parks, Recreation, and Public Facilities*, of the County's General Plan. Relevant policies are listed below:

- **Policy 7.1.4, Local Recreation Opportunities.** Provide a variety of local recreational facilities which serve all segments of the population based on the standards of the National Recreation and Parks Association, with priority given to facilities which can be utilized for youth recreation programs.
- **Policy 7.1.5, Access to Recreation Facilities.** Provide physical access to all recreation facilities through provision of public transportation, trail system development, protection of prescriptive rights to beach access trails, and recreation programs.
- **Policy 7.16.1, Reviewing New Development for Fire Protection.** Require review of all new developments, including building permits on existing parcels of record, by the County Fire Marshal or local fire agency, and require adequate access, water supply and location with respect to fire stations and Critical Fire Hazard Areas in order to ensure adequate fire protection.
- **Policy 7.16.2, Development to be Consistent With Fire Hazards Policies.** Allow development approvals only if adequate water supply, access, and response time for fire protection can be made available in accordance with the Fire Hazards policies found in section 6.5.
- **Policy 7.17.2, Maintaining Adequate Levels of Service.** Provide adequate levels of police service to protect County residents and businesses.

Santa Cruz County Parks Department Strategic Plan

The Santa Cruz County Parks Department Strategic Plan (Santa Cruz County 2018) provides a 10-year roadmap for the department that will assist in adapting and growing the support for a healthy, connected, and culturally vibrant Santa Cruz County. It also creates a resource for understanding what the department does and how the department serves the community. The plan provides guidance for partnering and collaborating with other relevant agencies, describes a collective vision for the County Parks Department, and establishes goals and objectives within the 10-year time frame. The goals of the plan include maintaining and enhancing the quality of parks facilities and improving access between existing parks and programs.

Santa Cruz Public Libraries Facilities Master Plan

The Santa Cruz Public Libraries Facilities Master Plan 2014–2023 (Santa Cruz Public Libraries 2013) was developed to create modern library facilities that provide updated library service for the entirety of the County. The library system throughout the County includes 10 branch libraries, a bookmobile, and a headquarters facility that work together as an integrated system, sharing resources, programs, and administration. The plan includes three planning stages for each library facility; these include the Capital Maintenance, Gain, and Attain Plans. These plans identify funding mechanisms and growth opportunities for each library facility in addition to measures to provide overall general maintenance, improvements, and eventual building and program replacement to provide modern library services at each location.

Santa Cruz County Municipal Code

The County's Municipal Code, Chapter 15.03, establishes parks and recreation development impact fees to expand the County's system of parks and recreation facilities through an assessment on new development projects authorized through the approval of building permits for commercial and residential development in the unincorporated portions of the County. Specifically, Chapter 15.03 requires five separate parks and recreation Mitigation Fee Act park dedication funds to receive collected revenues from any fees or exactions. The County's Municipal Code, Chapter 15.02, similarly requires financing for school facilities with development fees and dedications consistent with state law.

City of Santa Cruz General Plan

The City's General Plan, adopted in June 2012 and last amended in October 2019, guides development in the City through 2030 by adhering to a vision to create a satisfying quality of life and preserves the diversity and quality of its natural and built environment (City of Santa Cruz 2012). Chapter 7, *Civic and Community Facilities*, and Chapter 9, *Parks, Recreation, and Open Space*, include goals, policies, and actions related to the provision of public safety and services. Relevant goals and policies include the following:

- **Policy HZ1.1.** Ensure emergency preparedness.
- **Policy HZ1.1.3.** Ensure that new development design, circulation, and access allows for maintaining minimum emergency response times.
- **Policy HZ1.2.** Respond to emergencies rapidly.
- **Policy HZ1.4.** Continue to meet fire safety and firefighting needs.
- **Policy CC7.1.** Ensure adequate police training and resources.
- **Policy PR1.1.** Provide and manage a system of parks and recreation related facilities that serve the needs of residents and visitors.

- **Policy PR1.3.** Maintain level of service standards for park acquisition and development.
- **Policy PR4.1.** Provide and maintain an accessible citywide trail system within the city and connect it to regional trails.

City of Santa Cruz Active Transportation Plan

The City’s Active Transportation Plan was adopted in February 2017 and acts as a guide for active mobility in and around the City (City of Santa Cruz 2017). The Active Transportation Plan assesses the needs of bicyclists and pedestrians, identifies a list of programs and projects to meet those needs, and identifies a funding and implementation methodology for those programs and projects. The Active Transportation Plan includes goals, objectives, and policies to meet the vision to create “a comprehensive active transportation system that is easy, safe, fun, and serves people of all ages and abilities.”

City of Santa Cruz Municipal Code

The City’s Municipal Code, Chapter 18.49, *Public Safety Impact Fee*, requires development fees for the planned and incremental expansion of public safety facilities. New residential and nonresidential development shall pay its fair share of public safety facilities generated by growth from new development in a balanced and efficient manner that will mitigate the adverse impacts on public safety services and promote the public health, safety, and general welfare. The City’s Municipal Code, Chapter 23.28, states that as a condition of approval of a final map or parcel map, the subdivider shall dedicate of all parcels of land within the subdivision that are needed for streets and alleys, including access rights and abutters’ rights, drainage, public greenways, scenic easements, public utility easements, coastal access easement or dedicatory, and other public easements or rights-of-way.

3.11.3 Methodology and Significance Thresholds

Methodology

The assessment of impacts to public safety and services is based on a review of emergency response, fire and police protection services, and schools and libraries and consideration of potential changes in the level of service that may be required as a result of the addition of a new trail along Segments 8 and 9 of the Project corridor.

Significance Thresholds

Notably, the California Environmental Quality Act (CEQA) does not treat impacts on service ratios or responses times to be adverse effects on “the environment” (*City of Hayward v. Board of Trustees of the California State University* [2015] 242 Cal.App.4th 833, 843). Rather, what matters under CEQA is whether, in order to maintain adequate service ratios or response times, a city, county, or other service provider would have to build new or expanded physical facilities, which themselves could result in environmental effects. (Id. at pp. 843–844; see also *Goleta Union School Dist. v. Regents of University of California* [1995] 37 Cal.App.4th 1025, 1032–1033 [CEQA is not concerned with school overcrowding, which is a socioeconomic effect, but is concerned with the impacts of school construction needed to alleviate overcrowding.]) Thus, under CEQA, the environmental analysis relating to the provision of the above-mentioned services should be limited to possible construction-related impacts, if any, associated with the services.

The introduction in Chapter 3, *Environmental Impact Analysis*, states that the significance thresholds used in this analysis are based on Appendix G of the *CEQA Guidelines*, which provides a sample Initial Study checklist that includes a number of factual inquiries related to the subject of public safety and services and the other environmental topics. Thus, the thresholds presented below correspond with the questions in the Appendix G Initial Study checklist.

For purposes of this Environmental Impact Report, a significant impact would occur if implementation of the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* or the *Optional First Phase: Trail on the Rail line (Interim Trail)* would result in any of the following conditions:

- A. Substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:
- Fire protection
 - Police protection
 - Schools
 - Parks
 - Other public facilities, including healthcare facilities and libraries

The Project would not generate population that would use schools or libraries. Therefore, schools and libraries are not included in the analysis below. The Project would result in the construction of a new recreational facility; thus, significance thresholds regarding substantial physical deterioration of parks or recreational facilities or necessitation of construction of a new recreational facility are similarly not included in the analysis below. Additional analysis related to schools, libraries, and recreation are included in Section 3.15.

3.11.4 Project Impact Analysis

For each impact, the analysis for the Ultimate Trail Configuration is presented first, followed by the analysis for the optional first phase Interim Trail. The analysis of the Interim Trail has a separate impact discussion for each of the following three parts: (1) implementation of the Interim Trail, which includes removal of the rail and construction of the trail on the rail line; (2) demolition of the Interim Trail and rebuilding the rail line; and (3) construction of the Ultimate Trail Configuration alongside the rail.

<p>Threshold A: Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</p> <p>Fire protection</p> <p>Police protection</p> <p>Parks</p>
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Impact PUB-1 THE PROJECT WOULD NOT RESULT IN THE NEED FOR ADDITIONAL FIRE PROTECTION FACILITIES OR EMERGENCY MEDICAL SERVICES RESPONSE TO MAINTAIN ACCEPTABLE SERVICE RATIOS OR RESPONSE TIMES. (ULTIMATE TRAIL CONFIGURATION: LESS THAN SIGNIFICANT; OPTIONAL INTERIM TRAIL: LESS THAN SIGNIFICANT)

Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration)

Construction

Impacts related to emergency response or fire protection are limited to operational impacts. Construction of the Project would be temporary in nature, and the provision of emergency response or fire protection facilities and services would not be impacted. This impact would be **less than significant**. No mitigation is required.

Operation

The Project would introduce a paved multi-purpose trail along the rail corridor. As stated in Section 2.5, *Project Operation and Maintenance*, it is estimated that there could be an average of approximately 3,500 trail users daily. The increased human activity along the Project corridor could result in additional calls for emergency response and fire protection services to this area of the City and County. Additional calls could require the need for additional personnel or expansion of services, which could result in the need to construct additional facilities.

The Project is a trail and does not include the construction of buildings or other facilities that present unique challenges for fire protection and emergency response services.

Increased use of the corridor by trail users is not expected to adversely affect response times or generate a need for emergency services and/or additional personnel that warrants the expansion of existing facilities or construction of new facilities (e.g., construction of new fire stations or other emergency response facilities) (Mack 2022), which could then result in indirect environmental impacts.

Additionally, the increased visibility through vegetation removal and trail installment could reduce loitering or inappropriate activities along the Project corridor that can start fires, which could reduce the need for CFD services along the corridor (Mack 2022).

The trail width would be sufficient for emergency access by responders and first response equipment, such as ambulances and fire trucks. Emergency vehicles could access the trail from the roadway crossings and trail connections listed in Section 2.4, *Project Characteristics*. The CFD indicated that 8 feet is the minimum sufficient width for ambulances to access an area, and ambulances can navigate 7-foot-wide chokepoints when necessary and if approved by the department. When an ambulance cannot reach a certain area, foot access with a wheeled gurney is an acceptable access method. Fire vehicle access requires a minimum width of 9 feet, 6 inches (Mack 2022).

On Segment 8, the existing 12-foot-wide sidewalk and 8-foot-wide two-way bike facility on the roadway would be not altered substantially. Therefore, the existing conditions for emergency response would generally remain unchanged.

On Segment 9, the typical width of the paved trail would be 12 feet. The trail width would be reduced to between 9 feet, 6 inches, and 10 feet, 4 inches, in certain locations. Trail widths would accommodate ambulances and fire vehicles. Additionally, as stated by the CFD, the trail would

generally improve emergency access along the railroad tracks by providing paved access along the corridor (Mack 2022).

In the event that ambulance transportation service is required, the AMR would be contacted. The AMR has a number of facilities in the County, the closest of which to the Project corridor is located at 116 Hubbard Street in the City of Santa Cruz. This facility serves the Project corridor, and ambulance availability fluctuates between four and eight ambulances depending on the expected needs and prior season fluctuations in the County (Santa Cruz County 2012). The AMR does not anticipate that the expansion of the proposed recreational opportunities on all segments of the Monterey Bay Sanctuary Scenic Trail (MBSST) Network would require additional ambulance service to continue to effectively serve their service area because none of these projects, including the Project, would result in a permanent increase in the overall population (RTC 2013).

Further, the SCFD and CFD monitor population growth and projections in the City of Santa Cruz and Santa Cruz County and respond with fluctuations in provisions to improve response times and to meet the needs of the changing population. The Project would not result in substantial adverse physical impacts associated with the provision of new or expanded facilities to maintain acceptable emergency response or fire protection services. This impact would be **less than significant**. No mitigation is required.

Optional First Phase: Trail on the Rail Line (Interim Trail)

1) Implementation of Interim Trail

The impacts related to emergency response or fire protection from implementation of the Interim Trail would be similar to that discussed above for the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)*. Implementation of the Interim Trail would include removing the rail tracks/ties and constructing the Interim Trail on the rail bed. Similar to the Ultimate Trail Configuration, impacts related to emergency response or fire protection are limited to operational impacts. Construction of the Interim Trail would be temporary in nature and the provision of emergency response or fire protection facilities and services would not be impacted.

The operational impacts of the Interim Trail would be similar to the operational impacts described above for the Ultimate Trail Configuration. The Interim Trail would have a similar design and estimated number of trail users along the same corridor. Implementation of the Interim Trail would not result in the construction of buildings or other facilities that present unique challenges for fire protection and emergency response services. Trail users are not expected to generate a need for emergency services that warrants the expansion of existing facilities or emergency response services or the construction of new fire stations or other emergency response facilities. Additionally, the trail width of the Interim Trail would be sufficient to support emergency vehicles because it would not alter the existing width of Segment 8, and the width of Segment 9 would typically be 16 feet and a minimum of 12 to 16 feet at certain roadway, creek, and bridge crossings. The Interim Trail would not result in substantial adverse physical impacts associated with the provision of new or expanded facilities to maintain acceptable emergency response or fire protection services. This impact would be **less than significant**. No mitigation is required.

2) Demolition of the Interim Trail and Rebuilding the Rail Line

Demolition of the Interim Trail and rebuilding of the rail line would remove the trail and re-install the rail tracks/ties on the rail bed. Demolition of the Interim Trail and rebuilding of the rail line would be temporary in nature. The provision of emergency response or fire protection facilities and

services would not be adversely impacted because the demolition of the Interim Trail would result in an increase in activity in the Project corridor, which is expected to minimize loitering or inappropriate activities that can start fires. Further, with the trail removed, there would be fewer emergency calls from trail users. Therefore, this impact would be **less than significant**. No mitigation is required.

3) Construction of the Ultimate Trail Configuration

Impacts from the construction of the Ultimate Trail Configuration would be the same as described above for the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)*. Construction and operation of the Ultimate Trail Configuration would not result in substantial adverse physical impacts associated with the provision of new or expanded facilities to maintain acceptable emergency response or fire protection services. This impact would be **less than significant**. No mitigation is required.

Combined Effect of Interim Trail Parts 1, 2, 3

The combined effect of the Interim Trail on facilities to maintain acceptable emergency response or fire protection services would be **less than significant**. The Interim Trail would not result in substantial adverse physical impacts associated with the provision of new or expanded facilities to maintain acceptable emergency response or fire protection services. The Interim Trail would not generate a permanent population. Trail users are not expected to generate a need for emergency services that warrants the expansion of existing facilities or emergency response services or the construction of new fire stations or other emergency response facilities. This impact would be **less than significant**. No mitigation is required.

Comparison of Proposed Project Impact with/without Optional Interim Trail

Impacts from the Project, with and without the optional Interim Trail, would be similar. There would be a similar number of estimated trail users, and neither scenario would result in substantial adverse physical impacts associated with the provision of new or expanded facilities to maintain acceptable emergency response or fire protection services. Impacts for the Project, with and without the optional Interim Trail, would be **less than significant**.

Design Option: East Harbor Connection

The East Harbor Connection would incorporate a switchback trail between the Coastal Rail Trail Segment 9 and the East Harbor service road. With this additional trail connection, the Project impacts to fire and emergency response would be slightly higher because this additional connection point could encourage more people to use the trail and thus slightly increase the number of trail users. However, the increase in number of trail users would be minimal, and existing fire and emergency services would be sufficient. Impacts associated with the provision of new or expanded facilities to maintain acceptable emergency response or fire protection services for the East Harbor Connection would also be **less than significant**.

Impact PUB-2 THE PROJECT WOULD NOT RESULT IN THE NEED FOR ADDITIONAL POLICE PROTECTION OR LAW ENFORCEMENT FACILITIES TO MAINTAIN ACCEPTABLE SERVICE RATIOS OR RESPONSE TIMES. (ULTIMATE TRAIL CONFIGURATION: LESS THAN SIGNIFICANT; OPTIONAL INTERIM TRAIL: LESS THAN SIGNIFICANT)

Proposed Project: Trail Next to Rail Line (Ultimate Rail Configuration)

Construction

Impacts related to police protection and law enforcement are limited to operational impacts. Construction of the Project would be temporary in nature, and the provision of police protection or law enforcement facilities and services would not be impacted. This impact would be **less than significant**. No mitigation is required.

Operation

As described for Impact PUB-1, the Project would introduce a paved multi-purpose trail along the rail corridor and an average of approximately 3,500 trail users daily. The increased human activity along the Project corridor, including the potential for increased persons who are unhoused, loitering, or trespassing onto adjacent lands, could result in additional calls from the public for police protection or law enforcement service. Additional calls could require the need for additional personnel or expansion of services, which could result in the need to construct additional facilities.

Police protection services are provided by the SCPD and County Sheriff's Office, with support from the CHP and CDFW. The Project would not require the construction of additional SCPD or County Sheriff's stations or the expansion of services currently provided by the SCPD or the County Sheriff's Office because the Project would not result in an increase in population.

Potential safety issues associated with the Project include trespassing on adjacent lands, vandalism, and the establishment of encampments, all of which may increase crime. However, the Project includes only one planned bench (at the Simpkins Swim Center connection), which would reduce loitering or sleeping. Benches could be added along the trail alignment in the future where there is sufficient space. There would be no bathrooms as part of the Project, which would help prevent vandalism and loitering around the facilities. The Project would include installation of safety fencing to separate trail users from the rail, as needed, and in other areas for safety and security in accordance with the MBSST Network Master Plan. These design features would likely further aid in minimizing vandalism and loitering that may occur along the Project corridor because they also encourage trail users from staying on the established trail.

If illegal encampments were established along the Project corridor, the local sheriff or SCPD would respond upon being informed of their presence. It is the duty of the County Sheriff's Office or SCPD to both cite and relocate those citizens who illegally camp in the unincorporated County public lands. The County Sheriff's Office or SCPD would relocate the citizen and all belongings to the appropriate facility in the County in accordance with the Homeless Services Center and remove debris and waste from the site. The County would provide appropriate services for individuals that may include transitional shelters, permanent housing programs, and income and employment support with the goal of reducing the overall unhoused population throughout the County (Fish 2018). If ongoing illegal camping is identified along the Project corridor, regular patrol of the alignment by the County Sheriff's Office or SCPD would be instated to ward off the establishment of permanent illegal campers.

The County Sheriff's Office predicts that the trail would improve safety, considering that the increased visibility along the Project corridor would reduce loitering and camping by unhoused individuals (Hop and Baldrige 2022). Additionally, several measures would occur to prevent camping or loitering altogether. The Sheriff's Office indicated that lighting, fencing, and signage would be useful to reduce crime in the Project corridor (Hop and Baldrige 2022). New lighting and fencing would be installed along the Project corridor, as outlined in Section 2.4. Signage would be posted indicating that camping and loitering are prohibited from dusk to dawn. Further, the Project would increase access for police patrol by clearing the areas around the existing rail and adding access points, enhancing overall safety (Hop and Baldrige 2022).

The planned increase in people using the rail corridor for transportation and recreation would not require additional police protection services, considering that most trail users would already be present in the service area using different roads, sidewalks, bike lanes, and mode of transportation for travel. Therefore, additional police protection services or facilities would not be necessary to serve trail users.

In summary, existing police services; project features such as lighting, fencing, and signage; and improved access to the Project corridor are expected to minimize potential illegal activities such as vandalism, trespassing, and the establishment of illegal encampments. In addition to trail users, there could be unhoused people resting or loitering. Thus, the Project is not expected to result in the need for additional police protection or law enforcement facilities as existing services would be sufficient to address infrequent occurrences of criminal activity.

Therefore, the Project would not result in substantial adverse physical impacts associated with the provision of new or expanded facilities to maintain acceptable police protection or law enforcement services. This impact of the Proposed Project would be **less than significant**. No mitigation is required.

Optional First Phase: Trail on the Rail Line (Interim Trail)

1) Implementation of Interim Trail

Impacts related to police protection or law enforcement services from implementation of the Interim Trail would be similar to that discussed above for the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* because the trail would be in the same general location and the anticipated use would be the same. The increased human activity along the Project corridor, including the potential for persons experiencing homelessness loitering or trespassing onto adjacent lands, could result in additional calls for police protection or law enforcement service. However, the construction of additional facilities would not be required to maintain the provision of law enforcement services, as discussed directly above for the Ultimate Trail Configuration.

Compared to the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)*, impacts to trespassing and vandalism would be similar. Impacts would be limited through project features such as lighting, fencing, and signage and improved police access to the Project corridor. There would also be fencing between the trail and adjacent land uses in areas where no existing natural barriers occur would be implemented. Therefore, implementation of the Interim Trail would not result in substantial adverse physical impacts associated with the provision of new or expanded facilities to maintain acceptable police protection or law enforcement services. This impact would be **less than significant**. No mitigation is required.

2) Demolition of the Interim Trail and Rebuilding the Rail Line

The impacts of demolition of the Interim Trail and rebuilding the rail line would be similar to those described above for the Ultimate Trail Configuration. Demolition of the Interim Trail and rebuilding of the rail line would be temporary in nature, and the provision of police protection or law enforcement facilities and services would be reduced because there would no longer be recreational users along the trail requiring police services. This impact would be **less than significant**. No mitigation is required.

3) Construction of the Ultimate Trail Configuration

The impacts of the implementation construction of the Ultimate Trail Configuration would be the same as described above for the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)*. The increased human activity along the Project corridor, including the potential for loitering or trespassing onto adjacent lands, could result in additional calls for police protection or law enforcement service. However, the Project would not result in an increase in population. This impact would be **less than significant**. No mitigation is required.

Combined Effect of Interim Trail Parts 1, 2, 3

When considered together, the Interim Trail Parts 1, 2, and 3 would not result in a substantial impact to police protection or law enforcement facilities and services. There are adequate police protection and law enforcement facilities in the region to serve the Interim Trail once it is constructed (Part 1), and this is expected to be the case in the future when the Ultimate Trail Configuration is constructed (Part 3). Therefore, impacts related to police protection or law enforcement facilities and services would be **less than significant**.

Comparison of Proposed Project Impact with/without Optional Interim Trail

The Project, with and without the optional Interim Trail, would have similar impacts to police protection or law enforcement facilities. Both options would be in the same general location, and the anticipated number of users would be the same. Existing police services; project features such as lighting fencing, and signage; and improved access to the Project corridor are anticipated to minimize potential illegal activities such as vandalism, trespassing, and illegal camping. Therefore, construction of the final phase of the Interim Trail option, the construction of the Ultimate Trail Configuration, would have similar impacts as the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)*. Impacts of the Project, with and without the optional Interim Trail, would be **less than significant**.

Design Option: East Harbor Connection

The East Harbor Connection would incorporate a switchback trail between the Coastal Rail Trail Segment 9 and the East Harbor service road. With this additional trail connection, the Project impacts to police services would be slightly higher because this additional connection point could encourage more people to use the trail and slightly increase the number of trail users. However, the increase in number of trail users would be minimal and existing police and emergency services would be sufficient. Impacts associated with the provision of new or expanded facilities to maintain acceptable police protection and law enforcement facilities for the East Harbor Connection would also be **less than significant**.

Impact PUB-3 THE PROJECT WOULD NOT RESULT IN THE NEED FOR THE CONSTRUCTION OF NEW OR ADDITIONAL PARK FACILITIES, NOR THE DEGRADATION OF EXISTING FACILITIES. (ULTIMATE TRAIL CONFIGURATION: LESS THAN SIGNIFICANT; OPTIONAL INTERIM TRAIL: LESS THAN SIGNIFICANT)

Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration)

Construction

Project construction activities would take place within approximately 1,052 square feet of Twin Lakes State Beach's jurisdictional area to improve the existing unpaved trail extending from the rail corridor and Simpkins Swim Center to trails in the upper portion of Twin Lakes State Beach. No other existing parks would be impacted by Project construction. Construction activities at upper Twin Lakes State Beach would result in construction-related dust, emissions from construction equipment and worker vehicles, and erosion, all of which could disturb park users. Construction activities would temporarily disrupt access and use of the existing trail. However, alternate access to the Twin Lakes State Beach and its remaining facilities would be maintained during project construction. In addition, best management practices, as identified in Section 2.6, *Project Construction*, include construction-related dust, emissions, and erosion control measures. The Project would not significantly affect the use of the existing trail once the improvements, such as paving, are completed. This impact would be **less than significant**. No mitigation is required.

Operation

The physical environmental effects of developing a new trail (the Project) are addressed in other sections of this Environmental Impact Report; therefore, this discussion focuses on the potential impacts to existing parks and trails.

The Project would improve the existing unpaved hiking trail connection from the rail corridor and Simpkins Swim Center to upper Twin Lakes State Beach. Therefore, the Project would improve access to Twin Lakes State Beach, which could increase park users. Twin Lakes State Beach provides large open space areas that could accommodate additional users. Although it is estimated there could be an average of 3,500 daily trail users in the Project corridor, only a small percentage of the users would use the improved trail access to upper Twin Lakes State Beach. Therefore, implementation of the Project would not degrade Twin Lakes State Beach, and impacts to the park would be **less than significant**.

There are no other parks that are within the Project corridor. However, there are several parklets and community facilities less than 0.2 mile from the Project corridor that may be visited by trail users. The number of trail users that would be new users of surrounding facilities would be minimal and surrounding parks would not be degraded by the Project. Impacts to existing recreational facilities in the area would be **less than significant**.

Therefore, implementation of the Project would not result in the need for additional recreational facilities or parks, the construction of which could cause significant environmental effects, or result in the degradation of existing park facilities and resources within Twin Lakes State Beach and surrounding parklets and recreational facilities. This impact would be **less than significant**. No mitigation is required.

Optional First Phase: Trail on the Rail Line (Interim Trail)

1) Implementation of Interim Trail

Impacts to parks from implementation of the Interim Trail would be similar to that discussed above for the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)*. The trail alignment would be in the same general location, and the anticipated trail use and number of trail users would be the same as those for the Ultimate Trail Configuration. Implementation of the Interim Trail would not result in the need for additional recreational facilities or parks, the construction of which could cause significant environmental effects, or result in the degradation of existing park facilities and resources within Twin Lakes State Beach and surrounding parklets and recreational facilities. This impact would be **less than significant**. No mitigation is required.

2) Demolition of the Interim Trail and Rebuilding the Rail Line

The demolition of the Interim Trail and rebuilding the rail line would involve demolishing the trail and associated fencing and guardrails, retaining walls, and other supporting features. Trail users would lose access to the trail during this phase of construction. Therefore, there would be reduced access to and slightly less use of Twin Lakes State Beach, which would also reduce associated degradation of those trails. Therefore, impacts to park facilities and the degradation of existing facilities would be **less than significant**. No mitigation is required.

3) Construction of the Ultimate Trail Configuration

Impacts from construction of the Ultimate Trail Configuration would be the same as described above for *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)*. The Ultimate Trail Configuration would enhance access to Twin Lakes State Beach by improving the existing hiking trail that would provide connectivity for recreational users. This impact would be **less than significant**. No mitigation is required.

Combined Effect of Interim Trail Parts 1, 2, 3

The combined effect of the Interim Trail Parts 1, 2, and 3 would not require additional park facilities and would not degrade existing facilities. Implementation of the Interim Trail would not result in the need for additional recreational facilities or parks, the construction of which could cause significant environmental effects, or result in the degradation of existing park facilities and resources within Twin Lakes State Beach and surrounding parklets and recreational facilities. This impact would be **less than significant**. No mitigation is required.

Comparison of Proposed Project Impact with/without Optional Interim Trail

The Project, with and without the optional Interim Trail, would have similar impacts to park facilities. Under either scenario, the trail would be in the same general location with the same number of estimated trail users that could use surrounding recreational facilities. Under either scenario, the trail would provide additional access to Twin Lakes State Beach park facilities by improving the existing hiking trail and providing a trail to access the park. Impacts for the Project with and without the optional Interim Trail would be **less than significant**.

Design Option: East Harbor Connection

The East Harbor Connection would incorporate a switchback trail between the Coastal Rail Trail Segment 9 and the East Harbor service road. Impacts to recreational facilities associated with the addition of this connection would be slightly higher because this additional connection point could encourage more people to use the trail and slightly increase the number of trail users that would in turn use surrounding recreational facilities. However, the potential increase in number of trail users would be minimal and unlikely to degrade recreational facilities. Impacts to recreational facilities from the East Harbor Connection would be **less than significant**.

Impact PUB-4 THE PROJECT WOULD NOT RESULT IN THE NEED FOR THE CONSTRUCTION OF NEW OR ADDITIONAL HEALTH SERVICE FACILITIES. (ULTIMATE TRAIL CONFIGURATION: LESS THAN SIGNIFICANT; OPTIONAL INTERIM TRAIL: LESS THAN SIGNIFICANT)

Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration)

Construction

Impacts related to health service facilities are limited to operational impacts. Construction of the Project would be temporary in nature, and the provision of health service facilities would not be impacted. There would be **no impact** to health service facilities. No mitigation is required.

Operation

The Project would not result in an increase in the permanent population that would need healthcare services and thus would not result in the need for new healthcare facilities or the expansion of existing facilities. The Project would result in an increase in the use of the rail corridor by bicyclists, walkers, and runners using the trail for transportation and recreation.

The Project and increased use of other recreation opportunities accessible by Segments 8 and 9 could result in an increase in injuries and/or medical emergencies (e.g., bike accident, sprained ankle). Injuries and/or medical emergencies would be treated by the existing healthcare facilities within the vicinity of the Project corridor, including Dominican Hospital, Watsonville Community Hospital, Doctors on Duty (urgent care facility), Sutter Palo Alto Medical Foundation, and other healthcare facilities in the City and County. However, bicyclists currently using the existing 8-foot-wide two-way bicycle facility located in the roadway along Segment 8 are in proximity to vehicular traffic. Therefore, safety for bicyclists along that stretch of trail would improve with implementation of the Project. The Project would result in a Class I trail that would separate trail users from vehicular traffic. Therefore, it is anticipated that there would be an offset or overall reduction in bicycle/vehicular related injuries. The potential impacts to emergency response providers are addressed above in Impact PUB-1.

Temporary population influxes throughout the County, including the City, are common as the County supports a wide variety of amenities, both constructed and natural, that draw many visitors year-round. The increase in the use of healthcare facilities as a result of the Project would not be substantial enough to require construction of new healthcare facilities, nor would existing facilities need to be expanded, resulting in potential physical effects on the environment. Therefore, impacts would be **less than significant**. No mitigation is required.

Optional First Phase: Trail on the Rail Line (Interim Trail)

1) Implementation of Interim Trail

The impacts from implementation of the Interim Trail would be similar to that described above for the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* because the Interim Trail would not result in an increase in the permanent population that would need healthcare services and thus would not result in the need for new healthcare facilities or the expansion of existing facilities. Like the Ultimate Trail Configuration, the Interim Trail would result in an increase in the use of the rail corridor by bicyclists, walkers, and runners using the trail for transportation and recreation. The Interim Trail and increased use of other recreation opportunities accessible from the trail could result in an increase in injuries and/or medical emergencies. However, there are existing healthcare facilities with adequate capacity to serve injuries and/or medical emergencies. The increase in the use of healthcare facilities as a result of the Interim Trail would not be expected to be substantial enough to require construction of new healthcare facilities, nor would existing facilities need to be expanded, resulting in potential physical effects on the environment. Therefore, impacts would be **less than significant**. No mitigation is required.

2) Demolition of the Interim Trail and Rebuilding the Rail Line

Demolition of the Interim Trail and rebuilding of the rail line would remove the trail the rail bed and re-install the rail tracks/ties on the rail bed. With removal of the trail, there would be no trail users that would require healthcare facilities. Impacts would be **less than significant**. No mitigation is required.

3) Construction of the Ultimate Trail Configuration

Construction of the Ultimate Trail Configuration would be the same as described above for the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)*. Although there would be an increase in people using the trail in the rail corridor for transportation and recreation, the Ultimate Trail Configuration would not result in an increase in the permanent population that would need healthcare services and thus would not result in the need for new healthcare facilities or the expansion of existing facilities. Impacts would be **less than significant**. No mitigation is required.

Combined Effect of Interim Trail Parts 1, 2, 3

The combined effect of the Interim Trail Parts 1, 2, and 3 would not result in the need for the construction of new or additional health service facilities. The increase in the use of healthcare facilities as a result of the Interim Trail would not be expected to be substantial enough to require construction of new healthcare facilities, nor would existing facilities need to be expanded, resulting in potential physical effects on the environment. Therefore, impacts would be **less than significant**.

Comparison of Proposed Project Impact with/without Optional Interim Trail

The Project, with and without the optional Interim Trail, would have similar impacts to new healthcare facilities because both scenarios would have the same number of trail users and would be in the same general location. The increase in the use of healthcare facilities would not be expected to be substantial enough to require construction of new healthcare facilities, nor would existing facilities need to be expanded, resulting in potential physical effects on the environment. Impacts for the Proposed Project with and without the optional Interim Trail would be **less than significant**. No mitigation is required.

Design Option: East Harbor Connection

The East Harbor Connection would incorporate a switchback trail between the Coastal Rail Trail Segment 9 and the East Harbor service road. Impacts to healthcare facilities associated with implementation of this connection could be slightly higher because this additional connection point could encourage more people to use the trail and slightly increase the potential number of trail users that would in turn use healthcare facilities. However, the increase in number of trail users would be minimal, and it is unlikely healthcare facilities would be degraded. Impacts recreational facilities for the East Harbor Connection would be **less than significant**. No mitigation is required.

3.11.5 Summary Comparison

Comparison of Impacts for Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration) with/without Optional First Phase: Trail on the Rail Line (Interim Trail)

Impacts	Proposed Project: Trail Next to Rail Line (Ultimate Trail Configuration)	Optional First Phase: Trail on the Rail Line (Interim Trail)		
		1) Implementation of Interim Trail	2a) Demolition of Interim Trail	2b) Rebuilding the Rail Line
PUB-1. The Project would not result in the need for additional fire protection facilities or emergency medical services response to maintain acceptable service ratios or response times.	LTS	LTS Substantially similar	LTS Substantially similar	LTS Substantially similar
PUB-2. The Project would not result in the need for additional police protection or law enforcement facilities to maintain acceptable service ratios or response times.	LTS	LTS Substantially similar	LTS Substantially similar	LTS Substantially similar
PUB-3. The Project would not result in the need for the construction of new or additional park facilities, nor the degradation of existing facilities.	LTS	LTS Substantially similar	LTS Substantially similar	LTS Substantially similar
PUB-4. The Project would not result in the need for the construction of new or additional health service facilities.	LTS	LTS Substantially similar	LTS Substantially similar	LTS Substantially similar

^aThe impacts of the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* are presented in the first column with the impact determination presented in the second column using the abbreviations identified below. Potentially significant impacts requiring mitigation or determined significant and unavoidable are presented in **bold** with the required mitigation measure indicated below.

The anticipated impacts for the *Optional First Phase: Trail on the Rail line (Interim Trail)* are presented and described in comparison to the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* (e.g., similar, more, less), with the reasoning presented in the text discussion.

The impacts of Interim Trail Part 3 (Construction of the Ultimate Trail Configuration) would be the same or substantially similar to that identified for *Proposed Project: Trail Next to Rail Line (Ultimate Trail Configuration)* in the second column. Therefore, a column for Part 3, Construction of the Ultimate Trail Configuration, of the *Optional First Phase: Trail on the Rail line (Interim Trail)* is not included unless there are notable differences.

NI = No Impact

LTS = Less than Significant without Mitigation

LTSM = Less than Significant with Mitigation

SU = Significant & Unavoidable

MM = Mitigation Measure

3.12 Transportation

This section evaluates the potential environmental effects associated with implementation of the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* and the *Optional First Phase: Trail on the Rail line (Interim Trail)* on transportation in the vicinity of the Project corridor. Existing transportation facilities within and near the Project corridor are identified to assess the impacts that the Project could have on the circulation system. Portions of the impact analysis contained herein are based on the Coastal Rail Trail Segments 8 and 9 Traffic Technical Memorandum (Rincon 2022; **Appendix G**). A summary of the potential impacts related to transportation is presented in **Table 3.12-1**.

Table 3.12-1 Summary of Project Impacts on Transportation^a

Impact	Significance Before Mitigation	Mitigation	Significance After Mitigation
T-1. The Project would meet the screening criteria set by OPR, Caltrans, City of Santa Cruz, and Santa Cruz County and thus would not conflict or be inconsistent with <i>CEQA Guidelines</i> , Section 15064.3(b).	Less than Significant	None Required	Less than Significant
T-2. Neither construction nor operation of the Project would substantially increase hazards due to a geometric design feature or incompatible use.	Less than Significant	None Required	Less than Significant
Beneficial Effect: The Project would provide the option for alternative transportation modes along the Project corridor, resulting in an overall reduction in VMT that would ultimately improve the existing circulation system. Furthermore, the Project would implement high visibility striping and surface improvements along Segment 8, reducing user conflicts along Beach Street where existing pedestrian, bicycle, and vehicular traffic is heavily congested.			
^a The impacts and mitigation apply to both the <i>Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)</i> and the <i>Optional First Phase: Trail on the Rail line (Interim Trail)</i> unless otherwise noted.			

3.12.1 Existing Conditions

Regional Setting

Santa Cruz County (County) contains a diverse multimodal transportation network composed of state highways, local streets and roads, an extensive bus system, specialized transport for older adults and people with disabilities, bikeways, sidewalks, the Santa Cruz Branch Rail Line, and an airport in the City of Watsonville. The County’s transportation network facilitates the movement of private automobiles, transit vehicles, bicycles, pedestrians, goods and services, and emergency vehicles (RTC 2022a). The County’s main transportation corridors are constrained by the region’s physical barriers, including the Santa Cruz Mountains and the Pacific Ocean (Monterey Bay). Overall, the patterns of travel in the County are dependent on the number of people who live, work, and visit the region.

According to the Santa Cruz County Regional Transportation Commission’s (RTC’s) 2045 Regional Transportation Plan (RTP), transportation through the County is facilitated by a total of 1,064 miles of publicly maintained roadways, including seven state highways: State Routes (SR-) 1, 9, 17, 35, 129, 152, and 236 (RTC 2022a). SR-1 extends through the most heavily populated areas of the region and acts as the County’s primary thoroughfare. As such, SR-1 has the highest average daily traffic volume of any local street or highway in the County.

SR-9 is a mountainous roadway that connects the City of Santa Cruz (City) to towns throughout the San Lorenzo Valley and provides an alternate route through the Santa Cruz Mountains to urban centers in Santa Clara County. SR-17 is a mountainous highway that traverses the Santa Cruz Mountains and is the primary connection between Santa Cruz County and Santa Clara County and other parts of the San Francisco Bay Area. SR-35 is often referred to as “Skyline Boulevard” because it follows the ridge of the Santa Cruz Mountains and weaves between Santa Cruz County and Santa Clara County. Due to its scenic vistas, SR-35 sees a high volume of recreational motoring and bicycling use. SR-129 and SR-152 double as main streets through the City of Watsonville. These highways connect Santa Cruz County with neighboring counties to the south and with U.S. Route 101 and the Central Valley to the east. SR-129 is often used for the movement of goods due to its link between Santa Cruz County and U.S. Route 101 since U.S. Route 101 is a major goods movement corridor. Finally, SR-236 is an 18-mile loop connecting SR-9 in Boulder Creek to Big Basin Redwoods State Park (RTC 2022a).

The local street networks throughout Santa Cruz County include approximately 900 miles of roadways, bridges, curbs and gutters, sidewalks, access ramps, bicycle lanes, stop signs, and traffic signals. This local network is a critical component of the region’s transportation system, as the majority of travel is done on local streets and roads (RTC 2022a).

The Santa Cruz Metropolitan Transit District (METRO) buses serve approximately 400 miles of roadways throughout the County. METRO provides three primary services: 26 local fixed-route bus services, the SR-17 Express Bus service, and ParaCruz services. METRO also operates four transit centers in the Santa Cruz County area. The SR-17 Express Bus is jointly operated by METRO, Amtrak, and the Santa Clara Valley Transportation Authority, and it provides a connection to the San Jose train station. METRO ParaCruz services provide Americans with Disabilities Act (ADA)-mandated complimentary paratransit service to any destination within Santa Cruz County that is within three-quarters of a mile of an operating bus route. Community Bridges Lift Line, a nonprofit organization, provides similar paratransit services in the region. Santa Cruz County is also connected to Monterey County by the Monterey-Salinas Transit bus service and to other parts of California by Greyhound interregional bus services. Six Park and Ride lots are strategically located throughout the County and provide commuters with pickup spots where they can park their cars during the work or school day to meet a carpool, vanpool, or bus ride. Most facilities are located along highways or near transit centers (RTC 2022a).

The only existing rail line in the County is the 32-mile Santa Cruz Branch Rail Line that extends between the unincorporated communities of Davenport on the north and Pajaro on the south. This rail corridor is owned by the RTC and traverses downtown Watsonville, Aptos Village, Capitola Village, and the Santa Cruz Beach area near downtown Santa Cruz, providing linkages to major activity centers in the region. Currently, freight service only operates on the Santa Cruz Branch Rail Line from the western boundary of the City of Watsonville east to the town of Pajaro just outside the Santa Cruz County line, where it connects to the Union Pacific main line (RTC 2022a). Additionally, the Felton Branch Line extends 8 miles from the unincorporated community of Felton to Center Street in the City of Santa Cruz. Roaring Camp Railroad provides recreational passenger service seasonally (twice daily during summer months) between Felton and the Boardwalk.

There are approximately 223 miles of bicycle lanes and bicycle paths in the County, composed of an estimated 196 miles of Class II or III bike paths and 27 miles of Class I and IV bike paths. These bicycle lanes generally follow the region’s primary transportation corridors and can be found on most arterials and collector roads. Sidewalks and other pedestrian facilities are also an important part of the transportation network (RTC 2022a).

As described in Section 1.2.4, *Subsequent Actions and Considerations*, in Chapter 1, *Introduction*, the RTC prepared a Unified Corridor Investment Study (RTC 2019) that includes a comprehensive evaluation of the performance of potential transportation improvements on three critical transportation corridors when designed to function together. The purpose of the study is to identify multimodal transportation investments that would provide for the most effective uses. The three corridors studied include SR 1, Soquel Avenue/Soquel Drive/Freedom Boulevard, and the Santa Cruz Branch Rail Line. The three corridors generally link the communities along the County coast from Davenport through Watsonville (RTC 2019).

Project Corridor Setting

This section includes a description of the local transportation network in the vicinity of the Project corridor.

Road Network

The nearest State Route to the Project is SR-1, which parallels the Project corridor approximately 1.5 miles to the north. SR-1 provides vehicular access to Santa Cruz from the San Francisco Bay to the northwest and Watsonville to the southeast.

West of the SR-1/SR-17 junction, SR-1 generally has two travel lanes in each direction and extends through the City as a surface street (Mission Street) before continuing up the coast as a two-lane highway. East of the SR-1/SR-17 junction, SR-1 generally has two travel lanes in each direction, plus an existing or planned third auxiliary lane in each direction (intended for local access on and off the freeway without entering the main travel lanes).

From SR-1, the following roadways (from west to east) provide vehicular access to the Project corridor:

- Bay Street, which extends south to West Cliff Drive, which extends approximately 650 feet east to the Beach Street/Pacific Avenue roundabout, the westernmost extent of Segment 8
- Ocean Street, which extends south from the SR-1/SR-17 junction to East Cliff Drive, which connects to Riverside Avenue and the Boardwalk (Segment 8) and to Murray Street (beginning of Segment 9)
- Soquel Avenue, which is SR-1Exit 439, extends to Seabright Avenue, 7th Avenue, and 17th Avenue, all of which intersect Segment 9 of the Project corridor

The Project corridor can be accessed from several other local roadways within the City and County road network (refer to **Figure 2-1**).

Project Corridor

From west to east, the Project corridor (Segment 8) extends along Beach Street (bike lanes and sidewalks) to the San Lorenzo River (SLR) Trestle Bridge, which has an existing multi-purpose trail. East of the SLR Trestle Bridge, the Project corridor (Segment 9) follows the Santa Cruz Branch Rail Line corridor, which extends along the north side of Murray Street across the Santa Cruz Harbor on the Woods Lagoon Railroad Bridge. From there, the Project corridor continues along the Santa Cruz Branch Rail Line corridor across 7th Avenue, through upper Twin Lakes State Beach, to the eastern side of 17th Avenue.

As shown on **Figure 2-1** and in **Appendices A.1** and **A.2**, several local roads lead to and intersect with the Project corridor (from west to east): Pacific Avenue, Main Street, Westbrook Street, Cliff Street, Riverside Avenue, Raymond Street, Leibrandt Avenue, Park Place, and 3rd Street to Segment 8 and East Cliff Drive, Murray Street, Cayuga Street, Mountain View Avenue, Mott Avenue,

Seabright Avenue, Watson Street, Bronson Street, Owens Street, 7th Avenue, Live Oak Avenue, El Dorado Avenue, and 17th Avenue to Segment 9.

Traffic Safety

Existing user conflicts within the Project corridor primarily occur in Segment 8 along Beach Street where heavily congested pedestrian, bicycle, and vehicular traffic creates user conflicts due to the Santa Cruz Boardwalk, large parking areas, restaurants, shopping, and beach/coastal access. According to data from the Statewide Integrated Traffic Record System, a total of 16 collisions involving bicyclists or pedestrians occurred between 2017 and 2021 on Beach Street, between the Pacific Avenue roundabout and the SLR Trestle Bridge. User conflicts also exist in Segment 9 along Murray Street, between the SLR Trestle Bridge and the Santa Cruz Harbor, where a total of nine collisions involving bicyclists or pedestrians occurred between 2017 and 2021, as well as at intersections. User conflicts are less common east of the Santa Cruz Harbor where there were only two collisions involving bicyclists or pedestrians between 2017 and 2021; one collision occurred near Eaton Street and 5th Avenue, and one collision occurred near 17th Avenue and Kinsley Street (UC Berkeley 2022).

Public Transit

Several METRO bus routes provide direct access to the Project corridor as follows (from west to east):

- METRO Routes 19 and 20 provide service to a shared transit stop at the intersection of Bay Street and West Cliff Drive, approximately 650 feet south of the Project corridor's westernmost extent (beginning of Segment 8), in the City.
- METRO Route 71, which extends from downtown Santa Cruz to Watsonville, provides service during the summer months to a transit stop at the intersection of Beach Street and Cliff Street, adjacent to the Project corridor (METRO 2022).
- METRO Route 68 provides service to a transit stop at the intersection of Seabright Avenue and Murray Street, adjacent to the Project corridor. Route 68 also provides service to a transit stop at the intersection of Eaton Street and 5th Avenue, approximately 300 feet south of the Project corridor, and to a transit stop at the intersection of 7th Avenue and Dolores Street, approximately 950 feet south of the Project corridor.
- METRO Route 66 provides service to four transit stops along Brommer Street in unincorporated Live Oak (near Sorrento Oaks, Odyssey Court, El Dorado Avenue, and 17th Avenue), approximately 900 feet north of the Project corridor's eastern segment that runs adjacent to Twin Lakes State Beach. METRO Route 66 provides service to two additional transit stops at the intersection of 17th Avenue and Kinsley Street and the intersection of 17th Avenue and Felt Street, located approximately 300 feet north and 575 feet south of the Project corridor's easternmost extent, respectively.

In addition, the southern terminus of the SR-17 Express Bus Route ends at the Downtown Santa Cruz METRO station, located between Pacific Avenue and Front Street, 0.5 mile north of the Project corridor's westernmost extent (Segment 8). Because the SR-17 Express Bus provides a link between Santa Cruz and the San Jose train station, this route ultimately provides access to the Project corridor from the San Francisco Bay Area via public transit.

Rail Operations

The Project corridor includes an active rail line in Segment 8. Roaring Camp Railroad, which provides recreational passenger service from Felton to the Santa Cruz Boardwalk, has an agreement with the

RTC to operate on the portion of the Santa Cruz Branch Rail Line between Center Street and Beach Street seasonally (twice daily during the summer and sometimes during the Christmas holidays). Currently, no regular freight or passenger services occur along the RTC-owned rail line in Segment 9 of the Project corridor. As stated above, currently, freight service only operates on the Santa Cruz Branch Rail Line from the western boundary of the City of Watsonville east to the town of Pajaro just outside the Santa Cruz County line, where it connects to the Union Pacific main line.

Pedestrian and Bicyclist Circulation

Bicycle and pedestrian activity near the Project corridor is congested along Beach Street during the summer season and some holidays, where there is a Class IV cycle track in the roadway and sidewalks alongside the roadway, which lead to the multi-use path across the SLR Trestle Bridge to bicycle lanes and sidewalks on East Cliff Drive and Murray Street.

Pedestrian activity occurs along various parts of the Project corridor. There is substantial pedestrian activity in Segment 8 where the Santa Cruz Wharf, Boardwalk, and Beach are located. Pedestrians often cross Beach Street to access these features, as well as parking, restaurants, shopping, bowling, and the arcade. As such, many intersections along Beach Street feature pedestrian signage and marked crosswalks. Pedestrian activity also occurs in Segment 9, particularly near the Santa Cruz Harbor and on existing trails in Twin Lakes State Beach.

Bicycle activity occurs along various parts of the Project corridor, most notably using the cycle track along Beach Street in Segment 8 and bike lanes along East Cliff Drive, Murray Street, and Eaton Street in Segment 9, as well as the intersections of major cross streets such as Seabright Avenue, 7th Avenue, and 17th Avenue (RTC 2022b). Murray Street currently offers bike lanes from East Cliff Drive to 7th Avenue. From there, the bike lanes continue both north and south along 7th Avenue. The majority of 17th Avenue also features a bike lane that provides a connection to the Simpkins Swim Center and Twin Lakes State Beach. Other roadways in the vicinity of the Project corridor featuring bike lanes include Pacific Avenue, Riverside Avenue, 3rd Street, East Cliff Drive, Seabright Avenue, Mariner Park Way, Lake Avenue, and Brommer Street (RTC 2022b).

3.12.2 Regulatory Setting

This section describes the state, regional, and local plans, policies, and laws relevant to transportation for the Project. There are no relevant federal regulations related to transportation for the Project.

State

Senate Bill 743

Senate Bill (SB) 743 (2013) changed the way that public agencies evaluate the transportation impacts of projects under California Environmental Quality Act (CEQA), recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (see California Public Resources Code, Section 21099(b)(2) ["Automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to [CEQA]").)

Under SB 743, the Governor's Office of Planning and Research (OPR) established vehicle miles traveled (VMT) as the most appropriate metric to determine the significance of transportation impacts in place of vehicle level of service or related measures thereof. The use of VMT for

determining significance of transportation impacts has become commonplace since the certification of this provision and the release of OPR’s Technical Advisory on Evaluating Transportation Impacts in CEQA in December 2018 and, as of July 1, 2020, is the required metric statewide (OPR 2018).

SB 743 provides opportunities to streamline CEQA for qualifying multimodal transportation networks that provide clean, efficient access to destinations and improve public health through active transportation. A multimodal transportation or active transportation project can be exempt from CEQA if it is consistent with a Specific Plan for which an Environmental Impact Report (EIR) was prepared and is also consistent with the use, intensity, and policies of a Sustainable Community Strategy (SCS) or Alternative Planning Strategy that is certified by the California Air Resources Board as meeting its greenhouse gas reduction targets. Furthermore, under the bill, parking impacts are no longer considered significant impacts on the environment for select development projects within infill areas with nearby frequent transit service.

Regional

2045 Association of Monterey Bay Area Governments Sustainable Communities Strategy

The Sustainable Communities and Climate Protection Act, also known as SB 375, was passed by the California Legislature in 2008. SB 375 requires each Metropolitan Planning Organization to demonstrate, through the development of an SCS, how its region will integrate transportation, housing, and land use planning to meet greenhouse gas reduction targets set by the state. In 2022, the Association of Monterey Bay Area Governments (AMBAG) adopted the 2045 Metropolitan Transportation Plan/SCS (2045 MTP/SCS). The 2045 MTP/SCS is built on a set of integrated policies, strategies, and investments to maintain and improve the transportation system to meet the diverse needs of the region through 2045. The 2045 MTP/SCS plans more focused growth in high-quality transit corridors and more travel choices, as well as a safe and efficient transportation system with improved access to jobs and education. The AMBAG region strives toward sustainability through integrated land use and transportation planning (AMBAG 2022).

Local

2045 Santa Cruz County Regional Transportation Plan

The 2045 RTP, adopted on June 16, 2022, is intended to guide transportation planning decisions in Santa Cruz County (RTC 2022a). The RTP includes broad transportation goals and policies, a program of short and long-range transportation projects, and a financial plan for funding projects. Goals, targets, and policies included in the 2045 RTP applicable to the Project are listed below:

- **Goal 1.** Establish livable communities that improve people’s access to jobs, schools, recreation, healthy lifestyles, and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.
 - **Target 1.A.** Improve people’s ability to meet most of their daily needs without having to drive. Improve access and proximity to employment centers.
 - **Target 1.A.1.** Increase the length of urban bikeway miles relative to total urban arterial and collector roadway miles to 85 percent by 2030 and to 100 percent by 2045.
 - **Target 1.C.** Improve the convenience and quality of trips, especially for walk, bicycle, transit, freight, and carpool/vanpool trips.

- **Target 1.C.2.** Improve multimodal network quality for walk and bicycle trips to and within key destinations by increasing the percentage of buffered/separated bicycle and multiuse facilities to 42 percent of bikeway miles by 2030 and to 64 percent by 2045.
- **Target 1.D.** Improve health and reduce greenhouse gas emissions by increasing the percentage of trips made using active transportation options, including bicycling, walking and transit.
- **Policy 1.4.** Transportation Infrastructure: Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks.
- **Policy 2.4.** Reduce the potential for conflict between bicyclists, pedestrians, and vehicles.

The 2045 RTP project program list includes the Monterey Bay Sanctuary Scenic Trail Network (MBSST) (Coastal Rail Trail) Segments 8 and 9 between Pacific Avenue in the City of Santa Cruz and 17th Avenue in the County of Santa Cruz (RTC 2022a).

Monterey Bay Sanctuary Scenic Trail Network Master Plan

The MBSST Network Master Plan was adopted in 2013 and identifies the alignment of the 32-mile planned Coastal Rail Trail along the Santa Cruz Branch Rail Line. In the Master Plan, the MBSST network is described as a two-county pedestrian and bicycle pathway system that is intended to establish the continuous alignment. The MBSST network is differentiated into the Coastal Rail Trail portion and associated spur trails. The Coastal Rail Trail portion of the MBSST network is planned within the Santa Cruz Branch Rail Line corridor right-of-way to serve as the trail spine to provide multi-use alternative transportation and coastal access. The network of associated spur trails is intended to connect the spine with other origins, destinations, and activity sites in the region (RTC 2013).

The MBSST Network Master Plan includes design standards for the Coastal Rail Trail within the context of existing physical constraints of the railroad, coastal access requirement, highway, and public street rights-of-way. The Project would consist of Segment 8 and Segment 9 of the planned Coastal Rail Trail described in the MBSST Network Master Plan.

Santa Cruz County General Plan and Local Coastal Program

The Transportation and Circulation Element of the County's General Plan and Local Coastal Program, adopted in 1994, includes objectives and policies that address the bikeway system, pedestrian travel, and roadway capacity (Santa Cruz County 1994). Key policies relevant to the Project are listed below:

- **Objective 3.8a, System Development.** To develop a bikeway network maximizing the safety and convenience of users of all levels of experience within that system. The network should be primarily for commuter travel designed to increase the potential of combining bicycle travel with other forms of transportation and also include the opportunity for recreational use.
- **Objective 3.8b, Coordination.** To coordinate the County's bikeway planning efforts with local cities and adjacent counties and other agencies to provide an integrated regional bikeway system and to actively seek all available means of financing bikeways including state and federal grants.
- **Policy 3.8.5, Regional Continuity.** Coordinate with other jurisdictions to adopt a system of bikeways that is functional throughout the County and region.
- **Policy 3.8.7, Recreation.** Plan bicycle routes to facilitate access to recreational areas such as regional parks, beach areas, and major tourist commercial/recreational facilities. Promote recreational bicycle routes to promote "eco-tourism."

- **Policy 3.8.8, Trail Network.** Plan, develop, and maintain a network: of countywide regional trails in both incorporated and unincorporated areas, through cooperative efforts with cities, property owners, and other interested persons in Santa Cruz County.
- **Policy 3.8.9, Right-of Way.** Utilize existing and abandoned public rights-of-way along flood control channels, parks, and roads, and utility and railroad rights-of-way wherever possible, and where consistent with the MPCB [Master Plan of County Bikeways].
- **Objective 3.10, Pedestrian Travel.** To encourage pedestrian travel as a viable means of transportation, by itself and in combination with other modes, to achieve at least 7% of all trips through walking, by increasing and improving pedestrian facilities, particularly in urban areas and reducing the conflicts between pedestrians and other modes of travel.
- **Policy 3.10.8, Americans with Disabilities Act (ADA) Requirements.** Americans with Disabilities Act (ADA) Requirements Incorporate ADA standards in design of new projects and reconstruction where applicable.

Santa Cruz County Municipal Code

Santa Cruz County Code, Title 9, focuses on regulations and requirements for roads, vehicles, and traffic. Specifically, Chapter 9.08 establishes speed limits for certain roadways; Chapter 9.16 designates limited access throughfares that are not intended for vehicular travel and are instead available for limited purposes, such as bicycle paths; Chapter 9.36 through Chapter 9.46 establish a range of parking regulations; Chapter 9.52 establishes regulations for the operation of off-road motor vehicles on both public and private property; and Chapter 9.54 establishes regulations for the operation of motorized bicycles and motorized scooters.

Santa Cruz County Active Transportation Plan

The Santa Cruz County Active Transportation Plan (ATP) was adopted by the County in May 2022 as an update to the 2011 Santa Cruz County Bicycle Plan. The ATP is intended to provide community-identified needs and recommendations for infrastructure projects or programs that support walking and bicycling in unincorporated Santa Cruz County. Overall, the ATP aims to support a healthy community, improve affordable transportation options for low-income and vulnerable residents, and help the County achieve statewide goals to address climate change by reducing VMT (Santa Cruz County 2022). Other relevant regional documents were consulted as part of the ATP development to ensure consistency with their recommendations, such as MBSST Network Master Plan. The ATP details the Coastal Rail Trail as a current project consisting of a shared-use path that will span the County from Davenport to the Monterey County line and describes the environmental, design, and right-of-way work for Segment 9 as currently in progress. The ATP also shows the MBSST and the Coastal Rail Trail as partially completed and partially planned in its Short-Term Corridor Recommendations (Santa Cruz County 2022).

City of Santa Cruz General Plan and Local Coastal Program

The City's General Plan and Local Coastal Program is a comprehensive long-range planning document that describes the City's philosophy of growth and preservation, highlights what is important to the community, and identifies where specific land use types should be developed (City of Santa Cruz 2012). The *Mobility* chapter of the City's General Plan, which corresponds to the required Circulation Element, sets forth goals, policies, and actions to ease the ability of people and vehicles to move around, out of, and into the City. Key goals, policies, and actions relevant to the Project are listed below:

- **Action M1.1.2.** Connect activity centers with pedestrian and bicycle paths.
- **Action M2.3.1.** Design for and accommodate multiple transportation modes.
- **Goal M4.** A citywide interconnected system of safe, inviting, and accessible pedestrian ways and bikeways.
- **Action M4.2.3.** Facilitate bicycling connections to all travel modes.
- **Policy M4.4.** Assure a high level of bicycle user amenities.
- **Action M4.5.1.** Design and also modify intersections using striping, pedestrian crossing signs, pedestrian islands, and pedestrian-friendly signal phasing.

City of Santa Cruz Municipal Code

The City's Municipal Code, Title 10, focuses on regulations and requirements for vehicles and traffic, while Title 15 focuses on regulations and requirements for streets and sidewalks. Specifically, Chapter 10.36 allows the City Traffic Engineer to establish marked crosswalks at intersections within the central traffic district and at intersections outside the central traffic district where there are potential user conflicts to pedestrians crossing the roadway; Chapter 10.40 establishes a variety of stopping, standing, and parking regulations; Chapter 10.46 identifies the Citywide Trip Reduction Program to ensure that the City plays a role in promoting alternative transportation use; Chapter 10.48 regulates truck routes and prohibits commercial vehicles from using certain City streets; Chapter 10.60 establishes speed zones for certain roadways; Chapter 10.68 regulates bicycle usage and parking on City streets and sidewalks; and Chapter 15.20 regulates the standards and specifications of all sidewalks within the City.

City of Santa Cruz Active Transportation Plan

The City's ATP was adopted in 2017 and acts as a guide for active mobility within and around the City. The ATP prioritizes a set of connected projects that are intended to increase active transportation opportunities and make it safer and more convenient for people to walk, bike, and use active modes once fully implemented (City of Santa Cruz 2017). The overarching goal of the City's ATP is to develop and maintain a safe, comprehensive, and connected bicycle and pedestrian network. Associated objectives and policies relevant to the Project are listed below:

- **Objective 1, Comprehensive Bicycle and Pedestrian Network.** Establish a comprehensive bicycle and pedestrian transportation system that is integrated with the existing City network and connected to the countywide network.
 - **Policy 1.1.** Provide a complete bicycle and pedestrian network among residential areas, downtown and major activity centers.
 - **Policy 1.4.** Determine appropriate locations for bicycle and pedestrian access to and along the Monterey Bay Sanctuary Scenic Trail.
 - **Policy 1.5.** Build on Santa Cruz's existing partnership with the Santa Cruz County Regional Transportation Commission to ensure that the City's Active Transportation Plan is consistent with countywide transportation planning efforts, including the Regional Transportation Plan, the Monterey Bay Sanctuary Scenic Trail, and the Bike Route Signage Program.
- **Objective 4, Enhanced Safety and Security for Active Transportation Users.** Create pedestrian and bicycle networks that are, and are perceived to be, safe and secure.
 - **Policy 4.2.** Focus on improving bike and pedestrian safety at intersections using best practices and emerging tools.

Completion of the MBSST within City limits is identified as a key improvement type in the City's ATP. In addition, the ATP's Projects List includes the entire length of the MBSST Network through the City (City of Santa Cruz 2017).

3.12.3 Methodology and Significance Thresholds

Methodology

This analysis considers the potential impacts of the Project on transportation resources along the Project corridor. Portions of this analysis are based on the technical guidance described below and the Coastal Rail Trail Segments 8 and 9 Traffic Technical Memorandum (Rincon 2022; **Appendix G**).

Governor's Office of Planning and Research Technical Advisory

Following the adoption of SB 743 in 2013, the OPR released technical guidance on addressing VMT in CEQA documents in its Technical Advisory on Evaluating Transportation Impacts in CEQA (OPR 2018). The OPR's technical guidance identifies several criteria that may be used to identify types of projects that are unlikely to have a significant VMT impact and can thus be "screened" from further analysis. The OPR recommends a per-capita or employee VMT that is 15% below that of existing development as an achievable target for a variety of project types (OPR 2018). The OPR also recommends several screening thresholds for land use projects, including the following:

- **Small Project Screening:** Projects that generate or attract fewer than 110 vehicular trips per day.
- **Map-Based Screening:** Projects located in areas of low VMT that incorporate similar features.
- **Transit Screening:** Projects located within one-half mile of a major transit stop, or a stop along a high-quality transit corridor, pursuant to state definitions for such facilities, unless any of the following factors are exhibited by the project:
 - Floor Area Ratio (FAR) of less than 0.75
 - Inconsistent with the applicable SCS
 - Provides more parking than required by the jurisdiction
 - Replaces affordable housing with a fewer number of moderate- or high-income residential units
- **Retail Project Screening:** Projects that are less than 50,000 square feet shall be presumed to have a less than significant VMT impact if the retail is locally serving.
- **Affordable Housing Screening:** Projects with 100 percent affordable housing.

The OPR also provides a list of projects that are not likely to lead to a substantial or measurable increase in vehicle travel and do not require an induced travel analysis, including the following:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation such as median barriers and guardrails
- Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes

- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left-turn lanes, or emergency breakdown lanes that are not utilized as through lanes
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
- Installation of traffic metering systems, detection systems, cameras, changeable message signs, and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel

California Department of Transportation Guidance

The California Department of Transportation (Caltrans) released its own framework for transportation analysis in September 2020 to guide the implementation of SB 743 (Caltrans 2020a). The framework heavily relies on the OPR's recommendations. However, according to the guidance document, the use of VMT as the CEQA transportation metric would impact only capacity-increasing projects. If a project is unlikely to induce travel, then a qualitative narrative can be presented to screen out the project from further analysis. A quantitative analysis would not be warranted for the Project because the type of project is expected to decrease or have no impact on VMT.

Caltrans' Transportation Impact Study Guide similarly relies on the OPR's recommendations. The Transportation Impact Study Guide also includes bicycle and pedestrian facilities improvements as examples of mitigation to reduce project VMT (Caltrans 2020b).

City of Santa Cruz and County of Santa Cruz Vehicle Miles Traveled Guidelines

The County has adopted their VMT guidelines within the SB 743 Implementation Guidelines for the County of Santa Cruz, Analyzing Vehicle Miles Traveled for CEQA Compliance (Santa Cruz County 2020). The City of Santa Cruz has adopted the County's VMT guidelines, including additional screening criteria, in the SB 743 Implementation Guidelines City of Santa Cruz (June 2022). Although these guidelines closely follow the OPR's recommendations, they include additional screening criteria requirements specific to the City and/or County, as follows:

- Any projects that meet the OPR's small project screening criteria must also be consistent with the SCS as determined by Santa Cruz County.
- Projects in the City that meet the OPR's transit screening criteria. There are no existing major transit stops in the unincorporated County, so no projects in the unincorporated County would meet the transit screening criteria.
- Local serving retail screening criteria, whereby no single store on site exceeds 50,000 square feet and is local serving as determined by the City or County.
- Affordable Housing screening criteria, which does not need to be 100% but is determined by the City or County Planning Department.
- Local essential service screening criteria, whereby the project is a daycare center, public K–12 school, police or fire facility, local serving medical/dental office, government office, or supportive housing.

Significance Thresholds

The introduction in Chapter 3, *Environmental Impact Analysis*, explains that the significance thresholds used in this analysis are based on Appendix G of the *CEQA Guidelines*, which provides a sample Initial Study checklist that includes a number of factual inquiries related to the subject of transportation and circulation along with the other environmental topics. Thus, the letters and thresholds presented below correspond with the questions in the Appendix G Initial Study checklist.

For the purposes of this EIR, a significant transportation impact would occur if implementation of the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* and the *Optional First Phase: Trail on the Rail line (Interim Trail)* would result in any of the following conditions:

- A. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities.
- B. Conflict or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision (b).
- C. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- D. Result in inadequate emergency access.

As described in Section 3.12.2, *Regulatory Setting*, the Project is identified in the RTC's 2045 RTP and MBSST Network Master Plan, County's ATP, and City's ATP (RTC 2013, 2022a; Santa Cruz County 2022; City of Santa Cruz 2017). Furthermore, the Project would be consistent with the goals and policies of both the County's General Plan and the City's General Plan (Santa Cruz County 1994; City of Santa Cruz 2012). Therefore, impacts related to conflicts with a program, plan, ordinance, or policy addressing the circulation system (Threshold A) are not included in the analysis below. Furthermore, the Central Fire District of Santa Cruz County indicated that the Project corridor would allow sufficient emergency access for responders and first response equipment (Mack 2022). Therefore, impacts related to inadequate emergency access (Threshold D) are similarly not included in the analysis below. Additional analysis related to Thresholds A and D and these less than significant transportation impacts are included in Section 3.15, *Effects Found to be Less than Significant*.

3.12.4 Project Impact Analysis

Threshold B: Conflict or be inconsistent with <i>CEQA Guidelines</i> section 15064.3, subdivision (b).

Impact T-1 THE PROJECT WOULD MEET THE SCREENING CRITERIA SET BY OPR, CALTRANS, CITY OF SANTA CRUZ, AND SANTA CRUZ COUNTY AND THUS WOULD NOT CONFLICT OR BE INCONSISTENT WITH *CEQA GUIDELINES*, SECTION 15064.3(B). (ULTIMATE TRAIL CONFIGURATION: LESS THAN SIGNIFICANT; OPTIONAL INTERIM TRAIL: LESS THAN SIGNIFICANT)

Proposed Project: Trail Next to Rail Line (Ultimate Rail Configuration)

Construction

Transportation impacts during project construction would be primarily associated with the presence of large construction equipment, machinery, worker vehicles, and truck deliveries accessing the Project corridor. It is estimated that a total of five round trips would be required per day for soil hauling during excavation, one round trip would be required per day for the import of materials during trail construction, two round trips would be required per day for the import of materials during trail paving, and five round trips would be required per day for watering during all phases of construction.

These estimates were developed for the air quality analysis (refer to **Appendix D**, Air Quality and GHG Modeling Assumptions), based on the construction estimates presented in Section 2.6, *Project Construction*, in Chapter 2, *Project Description*. Truck activity and haul routes associated with project construction would be limited to arterial and collector roads where feasible. Any increase in the number of trips taken on roadways in the vicinity of the Project corridor, as well as any disrupted pedestrian and bicycle access to the coast, due to construction of the Project would be minimal and temporary in nature and would cease to occur once the construction period is over. Construction impacts related to VMT would be **less than significant**.

Operation

Operation of the Project would provide a bicycle and pedestrian system inaccessible to unauthorized vehicular traffic. There would be periodic inspections and maintenance of the trail, as well as emergency vehicle access, which would be incorporated into the City's and County's facility maintenance schedule and would not add substantial vehicle trips in the vicinity of the Project corridor.

Development of the Project would ultimately reduce VMT in the vicinity of the Project corridor, as the trail would provide an alternative means of travel. Thus, the Project would result in an overall improvement to the existing circulation system due to the reduction in vehicular traffic and option for alternative transportation modes. Furthermore, the Project does not include the addition of parking or bathroom facilities, both of which could generate additional trips to the Project corridor. Although the Project would modify the existing parking at the Simpkins Swim Center, these modifications would include the conversion of three existing standard parking stalls to two ADA parking stalls, ultimately eliminating one parking stall. Therefore, the Project would not induce travel or result in an increase in VMT. As the Project would not increase total daily vehicle trips during operation, the Project would meet the OPR, City, and County small project screening criteria of fewer than 110 vehicular trips per day. Similarly, according to Caltrans guidance, the Project would not require additional CEQA transportation analysis since the Project would not induce travel.

Segment 9 would be in the City and County and subject to the City's and County's VMT guidelines. Although the Project is considered a small project pursuant to OPR Guidelines, the Project would also need to be consistent with AMBAG's SCS to fulfill the County-specific small project screening criteria. As described in **Appendix G** (Traffic Technical Memorandum), the Project is consistent with AMBAG's SCS because the Project would reduce vehicle travel on area roadways. Trip reduction would help to achieve Targets 1A through 1F in the SCS, supporting Goal 1 to establish livable communities in ways that improve health and reduce pollution.

The Project is also consistent with the OPR's examples of projects that do not require induced travel analysis. Specifically, the bicycle and pedestrian system proposed by the Project would be located mainly within existing rights-of-way (except for minor improvements at the trail connection to Twin Lakes Stake Park and Simpkins Swim Center), would be a Class I trail, and would serve non-motorized travel. Furthermore, the minor roadway improvements proposed on Murray Street at the Seabright Avenue intersection would increase bicycle safety (refer to **Appendix G**, Traffic Technical Memorandum, for a detailed comparison of project consistency with OPR guidance).

Although evaluation of effects on parking are not required by CEQA, it is anticipated the project would not have a substantial or adverse effect on existing parking. It is anticipated that the trail would be used primarily by local residents for transportation and recreation, and most would bike or walk from their residence. For those who drive to the trail, there are several places to park along the alignment, including several large public lots (e.g., near the Boardwalk, Santa Cruz Harbor,

Simpkins Swim Center) and informal and on-street parking at various locations (e.g., along Watson Street and residential streets).

Overall, the Project would be consistent with VMT screening criteria set forth by the OPR, Caltrans, City, and County. Specifically, the Project would be consistent with the small project screening criteria of fewer than 110 vehicular trips per day, would not induce travel, would be consistent with the SCS, and would satisfy the conditions of several OPR example projects that would not require induced demand analysis. Therefore, operational impacts related to VMT would be **less than significant**. No mitigation is required.

Optional First Phase: Trail on the Rail Line (Interim Trail)

1) Implementation of Interim Trail

The Interim Trail would replace the existing rail line with a trail. Accordingly, Part 1 of implementing the optional Interim Trail includes demolition of the rail and construction of the Interim Trail on the rail line. It is estimated that a total of four round trips would be required per day for soil hauling during excavation, one round trip would be required per day for the import of materials during trail construction and paving, and five round trips would be required per day for watering during all phases during demolition of the rail. These estimates were developed for the air quality analysis (refer to **Appendix D**) based on the construction estimates presented in Section 2.6. Any increase in the number of trips taken on roadways in the vicinity of the Project corridor due to demolition of the rail or construction of the Interim Trail would be minimal and temporary in nature and would cease to occur once the construction period is over. Therefore, construction VMT impacts would be **less than significant**.

The Project would not include any restrooms or additional parking that may induce new vehicle trips. Therefore, similar to the Ultimate Trail Configuration as described under Impact T-1, operation of the Interim Trail would not result in an increase in VMT and rather would result in an overall improvement to the existing circulation system due to the reduction in vehicular traffic and option for alternative transportation modes. Implementation of the Interim Trail would be consistent with VMT criteria set forth by the OPR, Caltrans, City, and County. Specifically, the Interim Trail would be consistent with the small project screening criteria of fewer than 110 vehicular trips per day, would not induce travel, would be consistent with AMBAG's SCS for the same reasons as the Project, and would satisfy the conditions of several OPR example projects that would not require induced demand analysis. Therefore, impacts related to VMT during implementation of the Interim Trail would be **less than significant**. No mitigation is required.

2) Demolition of the Interim Trail and Rebuilding the Rail Line

Part 2 of implementing the optional Interim Trail includes demolition of the Interim Trail and rebuilding of the rail line. It is anticipated that a total of two round trips would be required per day for asphalt, base rock, and soil hauling during excavation, one round trip would be required per day for the import of materials during trail construction and paving, and five round trips would be required per day for watering during all phases during reconstruction of the rail line. Any increase in the number of trips taken on roadways in the vicinity of the Project corridor due to demolition of the Interim Trail or reconstruction of the rail line would be minimal and temporary in nature and would cease to occur once the demolition and construction periods are over. Removal of the Interim Trail would temporarily remove the option for active transportation along the Project corridor. Demolition of the Interim Trail and rebuilding of the rail line would therefore revert VMT in

the vicinity of the Project corridor similar to existing conditions until the trail would be rebuilt, as described under 3) *Construction of the Ultimate Trail Configuration* (Part 3) below. The increase in VMT would be similar to existing conditions in the City and County because there is currently no trail along the Santa Cruz Branch Rail Line corridor. Demolition of the Interim Trail and rebuilding of the rail line would be consistent with VMT criteria for small projects set forth by the OPR, Caltrans, City, and County. The small project screening criteria applies to projects that would generate fewer than 110 vehicular trips per day, would not induce travel, and would be consistent with AMBAG's SCS. Demolition activities would facilitate the construction of the Ultimate Trail Configuration, which would permanently reduce vehicle travel on area roadways. Therefore, impacts related to VMT during demolition of the Interim Trail and rebuilding of the rail line would be **less than significant**. No mitigation is required.

3) Construction of the Ultimate Trail Configuration

The potential impacts for constructing the Ultimate Trail Configuration as Part 3 of implementing the Interim Trail would be substantially similar as described above for the Ultimate Trail Configuration. Refer to the discussion for Impact T-1, under *Proposed Project: Trail Next to Rail Line (Ultimate Rail Configuration)*.

Construction of the Ultimate Trail Configuration would result in a temporary increase in VMT due to large construction equipment, machinery, worker vehicles and truck deliveries accessing the Project corridor and surrounding area. The number of round trips anticipated during construction of the Ultimate Trail would be the same as the number of trips identified above for the Ultimate Trail Configuration. Similarly, any increase in the number of trips taken on roadways in the vicinity of the Project corridor due to construction of the Project would be minimal, temporary in nature, and would cease to occur once the construction period is over. Construction VMT impacts would be **less than significant**. No mitigation is required.

Operation of the Ultimate Trail would not result in an increase in VMT. Rather, operation of the Ultimate Trail would result in an improvement to the existing circulation system due to the reduction in vehicular traffic and option for alternative transportation modes. Overall, the Ultimate Trail Configuration would be consistent with VMT screening criteria set forth by the OPR, Caltrans, City, and County. Specifically, both the Interim Trail and the Ultimate Trail Configuration would be consistent with the small project screening criteria of fewer than 110 vehicular trips per day, would not induce travel, would be consistent with the SCS for the same reasons as the Ultimate Trail Configuration, and would satisfy the conditions of several OPR example projects that would not require induced demand analysis. Therefore, impacts related to VMT during construction of the Ultimate Trail would be **less than significant**. No mitigation is required.

Combined Effect of Interim Trail Parts 1, 2, 3

The combined effects of implementing the Interim Trail (Parts 1, 2, and 3) would result in an overall increased amount of construction-related traffic due to the two additional construction phases associated with the optional Interim Trail. However, the three construction phases would occur over three separate timelines, and construction trips associated with the three larger phases would be distributed over time. As discussed in Section 2.6.2, *Optional First Phase: Trail on the Rail Line (Interim Trail)*, it is estimated for the purposes of analysis that the three construction phases would occur between 2025 and 2027, 2053 and 2055, and 2056 and 2060. Any increase in the number of trips taken on roadways in the vicinity of the Project corridor during any of the construction phases associated with the optional Interim Trail would be minimal and temporary in nature and would

cease to occur once the construction period is over. Operation of the optional Interim Trail would reduce VMT in the Project region because the Interim Trail would result in development of a trail that would reduce overall vehicle trips by increasing opportunities for active transportation. Implementation of the Interim Trail would meet criteria set forth by the OPR, Caltrans, City, and County. Specifically, the Interim Trail would be consistent with the small project screening criteria of fewer than 110 vehicular trips per day, would not induce travel, would be consistent with the SCS for the same reasons as the Project, and would satisfy the conditions of several OPR example projects that would not require induced demand analysis. Therefore, the combined impacts related to VMT would be **less than significant**.

Comparison of Proposed Project Impact with/without Optional Interim Trail

Construction of the Proposed Project with the optional Interim Trail would result in a greater amount of truck trips than construction of the Proposed Project without implementing this optional first phase due to the increased amount of construction-related traffic associated with the two additional construction phases. However, any increase in the number of trips on roadways in the vicinity of the Project corridor during the two additional construction periods would be minimal and temporary in nature and would cease to occur once the construction periods are over. Operation of the Proposed Project, both with and without the optional Interim Trail, would provide a regional trail and thus would reduce vehicle trips by providing opportunities for active transportation. Additionally, the Proposed Project with and without the optional Interim Trail would meet the screening criteria from the OPR, Caltrans, City, and County. Therefore, impacts related to VMT for the Proposed Project, with and without the optional Interim Trail, would be **less than significant**.

Design Option: East Harbor Connection

The East Harbor Connection would incorporate a switchback trail between the Coastal Rail Trail Segment 9 and the East Harbor service road. VMT impacts associated with implementation of this connection would be similar to the impacts described above for both the Ultimate Trail Configuration and the optional Interim Trail. Specifically, the East Harbor Connection would be consistent with the small project screening criteria of fewer than 110 vehicular trips per day, would not induce travel, would be consistent with the SCS for the same reasons as the Project, and would satisfy the conditions of several OPR example projects that would not require induced demand analysis. Therefore, impacts related to VMT for the East Harbor Connection would also be **less than significant**.

Threshold C: Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Impact T-2 **NEITHER CONSTRUCTION NOR OPERATION OF THE PROJECT WOULD SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE OR INCOMPATIBLE USE. (ULTIMATE TRAIL CONFIGURATION: LESS THAN SIGNIFICANT; OPTIONAL INTERIM TRAIL: LESS THAN SIGNIFICANT)**

Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration)

Construction

Construction of the Project could introduce a temporary hazard due to the potential for conflict between construction vehicles and existing traffic (vehicular, bicycle, pedestrian), and due to potential temporary lane closures that could occur periodically during project construction (e.g.,

constructing the trail's roadway crossings). Along Segment 8, pedestrians would be detoured onto the Boardwalk path or to the sidewalk on the north side of Beach Street. Along Segment 9, pedestrian traffic would be detoured to the opposite side of the roadway where shoulder work would occur, such as along the intersections with Mott Avenue, Seabright Avenue, 7th Avenue, or 17th Avenue. Construction-related closures on Segment 8 would not result in vehicle detours but may require closure of one lane on Beach Street while working on improvements. Bicycle and vehicle traffic would co-exist along Segment 8 on Beach Street with "Bike May Use Full Lane" signs for eastbound cyclists. Westbound cyclists would be detoured to Third Street and Pacific Avenue. Similar detours or "Bikes May Use Full Lane" signage would occur along Segment 9 where intersection and shoulder work occurs. However, construction truck activity and haul routes would be limited to arterial and collector roads where feasible. Furthermore, construction signage and a flagger would be present as needed at the location of any lane closure or substantial construction equipment or activity, which would maintain public safety while facilitating the necessary equipment and vehicular access to the Project corridor. Construction activities are not anticipated to result in any long-term road or lane closures. Construction staging, equipment staging, and stockpiling would take place on existing disturbed or paved areas within the Santa Cruz Branch Rail Line corridor right-of-way. Other potential staging areas could include vacant land uses in the vicinity of the Project corridor, as described in Chapter 2. All equipment and materials would be stored, maintained, and refueled in clearly defined and designated portions of the staging areas in accordance with permit requirements. Construction staging would be temporary in nature and any equipment utilized during construction would be removed after completion of the Project. Therefore, construction impacts related to hazards or incompatible uses would be **less than significant**. No mitigation is required.

Operation

As described in Section 3.12.1, *Existing Conditions*, existing user conflicts occur near the Project corridor along Beach Street where pedestrian, bicycle, and vehicular traffic is congested during certain times of the year. The improvements proposed along Segment 8 would reduce these conflicts with implementation of more high visibility striping and surface improvements for the existing cycle track and crosswalks, resulting in an overall Project benefit. Additionally, the Project would include new "curb" separators (3 to 6 inches high) between the existing cycle track and vehicular travel lanes. Other roadway improvements proposed as part of the Project include the addition of a dedicated right-turn lane from westbound Murray Street to northbound Seabright Avenue, which would be anticipated to maintain traffic flow with the new bike and pedestrian crossing of Seabright and reduce vehicular hazards at the intersection.

Operation of the Project could affect vehicular, bicycle, and pedestrian safety at roadway crossings. A variety of design features have been incorporated into the Project for safety and to reduce the potential for user conflicts. Specifically, the roadway crossing at Seabright Avenue would include interconnected traffic signals specific to trail users and chicanes¹ to slow trail users before the intersection. Chicanes would also be incorporated at the 7th Avenue roadway crossing to ensure safety for users approaching the intersection. Rectangular rapid-flashing beacons would be placed in advance of the trail crossing in each direction on 7th Avenue and 17th Avenue to warn vehicular drivers of the potential for bicyclist and pedestrian crossings; the crossing at 17th Avenue would also feature a raised median in the center of the road flanking the trail to provide a pedestrian and

¹ Curves added by design.

bicycle refuge. In addition, bulb-outs would be located along Mott Avenue to extend the sidewalk into the parking lane to provide additional pedestrian space and visibility.

In addition to the design features described above, the Project would include other safety features to keep trail users from conflicts along the railway and adjacent roadways. Retaining walls would be located in several locations along the alignment, as described in Section 2.4.1, *Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration)*, and would provide the required safety distance between the trail and existing rail line. Fencing and guardrails would be installed along the sides of bridges and other areas along the trail alignment for safety and security, and safety fencing may be installed in Segment 9 to separate trail users from the rail, as needed. Overall, the implementation of such project safety design features would minimize potential operational impacts related to user conflicts, and impacts would be **less than significant**. No mitigation is required.

Optional First Phase: Trail on the Rail Line (Interim Trail)

1) Implementation of Interim Trail

Implementation of the Interim Trail would require the removal of the rails and ties from just east of the SLR Trestle Bridge to the east side of 17th Avenue. During the removal process, heavy equipment and hauling trucks would be limited to arterial and collector roads where feasible, and construction signage and a flagger would be present as needed at the location of any lane closure to maintain public safety. Construction of the Interim Trail after removal of the rail line would be similar to construction of the Ultimate Trail, as described above. Specifically, construction truck activity and haul routes would be limited to arterial and collector roads where feasible, and construction signage and flaggers would be present at the location of any lane closure to maintain public safety as needed. Operation of the Interim Trail could affect vehicular, bicycle, and pedestrian safety at roadway crossings. However, the optional Interim Trail would include similar safety design features as described for the Ultimate Trail Configuration above, minimizing the potential for user conflicts. Therefore, impacts related to user conflicts during implementation of the Interim Trail would be **less than significant**. No mitigation is required.

2) Demolition of the Interim Trail and Rebuilding the Rail Line

Demolition of the Interim Trail would result in removal of the trail and reconstruction of the rail line. Removal of the Interim Trail would include the demolition and removal of paving, fiberglass panels, retainer curbs, fencing, benches, and signage throughout the trail alignment. As such, demolition of the Interim Trail and reconstruction of the rail line would result in an increase in the presence of heavy equipment and hauling trucks on public roadways in the vicinity of the Project corridor, which could temporarily increase user conflicts. These impacts would be similar to the impacts described above for implementation of the Interim Trail. Truck activity and haul routes associated with demolition and construction activities would be limited to arterial and collector roads, and construction signage and flaggers would be present at the location of any lane closure to maintain public safety as needed. Therefore, impacts related to user conflicts during demolition of the Interim Trail would be **less than significant**. No mitigation is required.

3) Construction of the Ultimate Trail Configuration

The potential impacts for constructing the Ultimate Trail Configuration as Part 3 of implementing the Interim Trail would be substantially similar as described above for the Ultimate Trail Configuration.

Construction of the Ultimate Trail Configuration could create temporary user conflicts between construction vehicles and existing traffic and due to temporary lane closures. Construction truck activity and haul routes would be limited to arterial and collector roads, and construction signage and flaggers would be present at the location of any lane closure to maintain public safety as needed. Therefore, impacts related to user conflicts during construction of the Ultimate Trail would be **less than significant**. No mitigation is required.

Combined Effect of Interim Trail Parts 1, 2, 3

The combined effects of the Interim Trail (Parts 1, 2, and 3) would introduce a greater number of user conflicts in the vicinity of the Project corridor due to the increased but temporary presence of trucks and heavy equipment on local roadways because of the two additional phases of project construction. However, construction truck activity and haul routes during all phases would be limited to arterial and collector roads, and construction signage and flaggers would be present at the location of any lane closure to maintain public safety as needed. Furthermore, the three phases associated with the optional Interim Trail would take place over three separate timelines, and user conflicts associated with these phases would be distributed between 2025 and 2027, 2053 and 2055, and 2056 and 2060. Operation of the Interim Trail (Part 1) and the Ultimate Trail Configuration (Part 3) would include the same safety design features as described for the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)*, eliminating the potential for user conflicts during operation. Further, the Ultimate Trail Configuration includes safety fencing to separate trail users from the rail, as needed, so if and when there is rail service, operation of the Project would not result in user conflicts due to incompatible use. Therefore, the combined impacts related to user conflicts would be **less than significant**. No mitigation is required.

Comparison of Proposed Project Impact with/without Optional Interim Trail

Construction of the Project with the optional Interim Trail would result in an increased number of user conflicts compared to construction of the Project without the optional first phase due to the increased but temporary presence of trucks and heavy equipment on local roadways during the two additional construction phases. The potential user conflicts associated with the implementing the three parts of the optional Interim Trail would take place over three separate time frames rather than all at once. Furthermore, construction conflicts associated with the Project, both with and without the optional Interim Trail, would be minimized by the presence of construction signage and flaggers as needed at any lane closures or where there is substantial construction activity, and operational conflicts would be minimized by safety design features incorporated into the Project. Therefore, impacts related to conflicts from the Project with and without the optional Interim Trail would be **less than significant**. No mitigation is required.

Design Option: East Harbor Connection

The East Harbor Connection would incorporate a switchback trail between the Coastal Rail Trail Segment 9 and the East Harbor service road. Impacts related to conflicts associated with implementation of this connection would be similar to the impact described above for the Ultimate Trail Configuration and the optional Interim Trail due to the temporary presence of trucks and heavy equipment on local roadways. Truck activity and haul routes for heavy equipment would be limited to arterial and collector roads, and construction signage and flaggers would be present at the location of any lane closure to maintain public safety as needed. Therefore, impacts related to conflicts for the East Harbor Connection would also be **less than significant**. No mitigation is required.

3.12.5 Summary Comparison

Comparison of Impacts^a for Proposed Project: Trail next to Rail Line (Ultimate Trail Configuration) with/without Optional First Phase: Trail on the Rail Line (Interim Trail)

Impacts	Proposed Project: Trail Next to Rail Line (Ultimate Trail Configuration)	Optional First Phase: Trail on the Rail Line (Interim Trail)		
		1) Implementation of Interim Trail	2a) Demolition of Interim Trail	2b) Rebuilding the Rail Line
T-1. The Project would meet the screening criteria set by OPR, Caltrans, City of Santa Cruz, and Santa Cruz County and thus would not conflict or be inconsistent with <i>CEQA Guidelines</i> , Section 15064.3(b).	LTS	LTS Substantially similar	LTS Substantially similar	LTS Substantially similar
T-2. Neither construction nor operation of the Project would substantially increase hazards due to a geometric design feature or incompatible use.	LTS	LTS Substantially similar	LTS Substantially similar	LTS Substantially similar

^aThe impacts of the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* are presented in the first column with the impact determination presented in the second column using the abbreviations identified below. Potentially significant impacts requiring mitigation or determined significant and unavoidable are presented in **bold** with the required mitigation measure indicated below.

The anticipated impacts for the *Optional First Phase: Trail on the Rail line (Interim Trail)* are presented and described in comparison to the *Proposed Project: Trail next to Rail line (Ultimate Trail Configuration)* (e.g., similar, more, less), with the reasoning presented in the text discussion.

The impacts of Interim Trail Part 3 (Construction of the Ultimate Trail Configuration) would be the same or substantially similar to that identified for *Proposed Project: Trail Next to Rail Line (Ultimate Trail Configuration)* in the second column. Therefore, a column for Part 3, Construction of the Ultimate Trail Configuration, of the *Optional First Phase: Trail on the Rail line (Interim Trail)* is not included unless there are notable differences.

NI = No Impact

LTS = Less than Significant without Mitigation

LTSM = Less than Significant with Mitigation

PS = Potentially Significant

SU = Significant & Unavoidable

MM = Mitigation Measure

jurisdictions along the Project corridor are anticipated to fluctuate to meet service needs as they arise without the need for additional police stations or other facilities that would cause impacts. Therefore, the Project's contribution to emergency service response times **would not be cumulatively considerable**.

4.1.14 Recreation

Planned projects, including those listed in **Table 4-1**, include residential, commercial, and other development that would require additional recreational facilities. The extent of development would likely require the need for the expansion of recreational facilities, which could result in a potentially significant physical impact on the environment (e.g., increased air emissions, traffic, noise). Therefore, cumulative impacts would be potentially significant.

The planned projects in **Table 4-1** include the Coastal Rail Trail Segments 10 through 18. It is anticipated the trail would be used primarily by County and City residents as a form of alternative transportation and recreation, the cumulative effect of constructing more segments could provide increased access to recreational facilities such that it could accelerate deterioration of these facilities. Implementation of the Coastal Rail Trail Segments 10 through 18 would result in increased trail use throughout the Project corridor. However, the cumulative effect of implementing the Coastal Rail Trail would be similar in nature to that described for the Project in Section 3.15.10, *Recreation*. Buildout of the Coastal Rail Trail would not introduce a permanent population to the Santa Cruz region. Therefore, there would not be a permanent additional demand on existing facilities due to a population increase nor the need to expand recreational facilities. Increased use of the rail corridor by trail users is not expected to accelerate physical deterioration of recreational facilities. Therefore, when considering buildout of the Coastal Rail Trail without the other planned development in **Table 4-1**, it is not anticipated to result in a significant cumulative impact.

In summary, planned development would not result in significant cumulative impacts concerning substantial deterioration of existing recreational facilities and expansion of recreational facilities. Therefore, the Project's contribution to recreation **would not be cumulatively considerable**.

4.1.15 Transportation

The cumulative setting for transportation includes the greater Santa Cruz County region. This is an appropriate cumulative impact area for transportation because it is anticipated that most trips to the Project corridor would originate from within Santa Cruz County.

IMPACT T-C CUMULATIVE DEVELOPMENT WOULD RESULT IN SIGNIFICANT CUMULATIVE TRAFFIC IMPACTS. THE PROJECT'S CONTRIBUTION WOULD NOT BE CUMULATIVELY CONSIDERABLE.

As detailed in **Table 4-1**, the past, present, and reasonably foreseeable projects in the City and County are primarily related to infrastructure improvements and residential or mixed-use projects. Cumulative development in the Santa Cruz County region would be required to comply with policies established by relevant planning documents, such as the Santa Cruz County Regional Transportation Plan, the Santa Cruz County General Plan, the City of Santa Cruz General Plan, and the City's and County's Municipal Codes. Therefore, cumulative impacts related to conflicts with programs, plans, and ordinances or policies addressing the circulation system would be less than significant. As described above and in Section 3.9, the Project would not conflict with applicable land use plans, policies, or regulations. In addition, the Project is consistent with the overall buildout projections of the Santa Cruz County General Plan and City of Santa Cruz General Plan, including the growth that is envisioned in the County through 2030 and the associated population that would be facilitated by

Santa Cruz Port District
Accounts Payable Monthly Check Register
September 2022

Date	No.	Vendor	Description	Amount
9/9/2022	57255	Employee #268	FMLA Benefits Coordination	\$ 1,131.92
9/13/2022	57256	Ace Portable Services	Portable Toilet Rental	\$ 214.67
9/13/2022	57257	Applied Industrial Technologies, LLC	Safety Glasses	\$ 226.69
9/13/2022	57258	A Sign ASAP!	Grounds & Dock Gate Signage	\$ 3,558.10
9/13/2022	57259	Asmus, Tim	Security Deposit Refund	\$ 763.50
9/13/2022	57260	AT&T	Telephone	\$ 1,172.20
9/13/2022	57261	Baker, Marlis	Credit Balance Refund	\$ 97.00
9/13/2022	57262	Baughey, John	Security Deposit Refund	\$ 200.00
9/13/2022	57263	Bay Building Janitorial, Inc.	Janitorial Services	\$ 10,492.00
9/13/2022	57264	Big Creek	D-Dock Ramp Repair Lumber	\$ 240.51
9/13/2022	57265	Bow Wow Pet Waste Products	Pet Waste Station Bags	\$ 210.88
	57266	VOID		
9/13/2022	57267	Brass Key Locksmith, Inc.	Door Latch Assembly	\$ 63.66
9/13/2022	57268	Burke, Williams & Sorensen, LLP	Legal Consultation	\$ 1,266.00
9/13/2022	57269	Cale America, Inc.	Parking Machine Upgrades	\$ 11,235.49
9/13/2022	57270	Carpi & Clay	Washington Representation	\$ 800.00
9/13/2022	57271	Central Coast Systems	2222 East Cliff Drive Smoke Detector Battery Replacement	\$ 295.99
9/13/2022	57272	Crystal Springs Water Co.	Boatyard Drinking Water	\$ 126.50
9/13/2022	57273	Dredging Supply Company, Inc.	<i>Twin Lakes</i> Surface Water Pump (spare), <i>Twin Lakes</i> Christmas Tree Lifting System, DredgeRX Software	\$ 40,851.06
9/13/2022	57274	Dunlap, Michael	Security Deposit Refund	\$ 381.25
9/13/2022	57275	Fiori, Rod	Security Deposit Refund	\$ 110.92
9/13/2022	57276	Garig Equipment	Travelift Clevis Pin	\$ 74.34
9/13/2022	57277	Goodison, Steve	Security Deposit Refund	\$ 347.10
9/13/2022	57278	GP Crane & Hoist	Quarterly Hoist Maintenance (\$259.46 Tenant Reimbursable)	\$ 389.19
9/13/2022	57279	Grainger	Coveralls, Terminal Protectors, Axe, Disposable Gloves, Respirator, Tool Box, Dock Gate Closer, Wire Wheels, Tape Measure, GFCI Plug, Bit Set, Rubber Boots, Sink Cartridges, Paint Supplies	\$ 1,472.81
9/13/2022	57280	Gsolutionz	Annual Software Support, Monthly Telephone System Support	\$ 671.03
9/13/2022	57281	Hartford Fire Insurance Company	Flood Insurance	\$ 1,112.00
9/13/2022	57282	Harwood, Smitty	Security Deposit Refund	\$ 127.90
9/13/2022	57283	Hoff, Matt	Security Deposit Refund	\$ 530.21
9/13/2022	57284	Home Depot Credit Services	Cement Mixer, Cement, Cement Tool, Cleaning Solution, Tree Pruner, Torch Kit, Primer, Knee Pads, Cordless Impact Driver, Plumbing Fittings, Pipe Wrenches, Rubber Hose	\$ 1,469.62

Santa Cruz Port District
Accounts Payable Monthly Check Register
September 2022

Date	No.	Vendor	Description	Amount
9/13/2022	57285	Hose Shop	<i>Twin Lakes</i> Hydraulic Winch Fittings, <i>Twin Lakes</i> Flanges, Hose Clamps	\$ 780.70
9/13/2022	57286	Lawson	<i>Squirt</i> Pipe Fittings, Hex Nuts, <i>Twin Lakes</i> Hydraulic Hoses	\$ 972.29
9/13/2022	57287	Lighthouse Welding	<i>Twin Lakes</i> Christmas Tree Lifting System	\$ 5,622.00
9/13/2022	57288	Linde Gas & Equipment, Inc.	Welding Rods & Gas, Regulator	\$ 1,260.07
9/13/2022	57289	Lum,Edan	Parking Duplicate Payment Refund	\$ 15.00
9/13/2022	57290	McKenzie, Scott	Security Deposit Refund	\$ 2,925.00
9/13/2022	57291	McMaster-Carr Supply Company	<i>Squirt</i> Cotter Pins, Dowel Pins, <i>Twin Lakes</i> Washers & Screws	\$ 242.84
9/13/2022	57292	Mesiti-Miller Engineering, Inc.	Engineering Services: Westside Seawall	\$ 3,627.00
9/13/2022	57293	Michael K. Nunley & Associates, Inc.	Lift Station Assessment, <i>Twin Lakes</i> Elbow Fabrication	\$ 454.50
9/13/2022	57294	Mission Uniform Service	Uniform Service	\$ 248.96
9/13/2022	57295	Monterey Bay Analytical Services	Boatyard Stormwater Testing	\$ 732.00
9/13/2022	57296	Capital One Trade Credit (OSH)	Camera Install Hardware, Paint Brushes	\$ 127.85
9/13/2022	57297	Palace Business Solutions	Office Supplies	\$ 37.19
9/13/2022	57298	Peterson	<i>Dauntless</i> Battery	\$ 758.72
9/13/2022	57299	Peace Officers Research Association of California	Association Dues (Payroll Deduction)	\$ 219.00
9/13/2022	57300	Rice, Laura	Security Deposit Refund	\$ 113.70
9/13/2022	57301	Rydin Decal	2023 Parking Permits	\$ 3,211.53
9/13/2022	57302	San Lorenzo	Electrical Connectors	\$ 35.29
9/13/2022	57303	SC Fuels	Fuel Dock Gas & Diesel	\$ 36,010.54
9/13/2022	57304	Santa Cruz Municipal Utilities	Utilities	\$ 3,794.69
9/13/2022	57305	Susman, Stan	Security Deposit Refund	\$ 89.29
9/13/2022	57306	The Home Depot Pro Institutional	Janitorial Supplies	\$ 2,280.51
9/13/2022	57307	Thompson, Jeremy	Security Deposit Refund	\$ 120.26
9/13/2022	57308	Triton Construction	Diesel Supply Line Repair	\$ 2,130.04
9/13/2022	57309	U.S. Bank Equipment Finance	Copier Lease	\$ 151.31
9/13/2022	57310	US Relay	Webcam Service	\$ 484.00
9/13/2022	57311	Verizon Wireless	Cell Phone & Tablet Service	\$ 323.27
9/13/2022	57312	West Coast Cranes, Inc.	Crane Rental	\$ 3,564.00
9/13/2022	57313	West Marine Pro	Boatyard Retail Items	\$ 651.86
9/23/2022	57314	Allied Administrators for Delta Dental	Dental Insurance	\$ 3,020.12
9/23/2022	57315	Allied Universal	Security Patrol	\$ 7,559.37
9/23/2022	57316	Atchison Barisone Condotti & Kovacevich	Legal Consultation	\$ 1,204.41
9/23/2022	57317	CIT	Telephone System Lease	\$ 323.09
9/23/2022	57318	Blueprint Express of Santa Cruz	2222 East Cliff Drive Plan Drawings	\$ 285.03

Santa Cruz Port District
Accounts Payable Monthly Check Register
September 2022

Date	No.	Vendor	Description	Amount
9/23/2022	57319	Central Electric	333 Lake Avenue Electrical Upgrade (Progress Payment)	\$ 1,166.00
9/23/2022	57320	Comcast	Business Internet	\$ 457.21
9/23/2022	57321	Complete Mailing Service	Statement Mailing & Postage	\$ 629.43
9/23/2022	57322	County of Santa Cruz Department of Public Works	7th Avenue & Brommer Street Overflow Lot Rental	\$ 1,200.00
9/23/2022	57323	Crow's Nest Restaurant	1/2 Concession Lot Garbage (Tenant Reimbursable)	\$ 2,944.12
9/23/2022	57324	Darco Printing & Paper	Overflow Parking Passes	\$ 233.52
9/23/2022	57325	FedEx Office	Shipping	\$ 56.17
9/23/2022	57326	Garda CL West, Inc.	Deposit Courier Service	\$ 528.24
9/23/2022	57327	Ghodrat, Catherine	Parking Duplicate Payment Refund	\$ 10.00
9/23/2022	57328	Home Depot Credit Services	Door Lock Set, Drain Tools, Asphalt Patch, Painter's Tape, Fuel Dock Hose Reel Hardware, Rebar Wire, Toilet Flange, Ratchet Straps, Work Bench, Cable Connectors, Lock, Door Lock Bolts	\$ 559.25
9/23/2022	57329	Hutchinson & Bloodgood LLP	Fiscal Year 2022 Audit Services (Final Payment)	\$ 12,500.00
9/23/2022	57330	K.D. Moore Associates, Inc.	<i>Twin Lakes</i> Insurance Survey	\$ 1,450.00
9/23/2022	57331	Kurz, Jenn	Credit Balance Refund	\$ 179.48
9/23/2022	57332	Marina Ware	Additional Security Camera Installation (Final Payment), Wireless Communication Modules, Quarterly Software Support, Quarterly Key Access System Support	\$ 9,447.71
9/23/2022	57333	McDermott, Dick	497 Lake Avenue Installment Payment	\$ 4,535.45
9/23/2022	57334	Melrose, Rick	Expense Reimbursement: Parking Machine Test	\$ 16.75
9/23/2022	57335	Mesiti-Miller Engineering, Inc.	Engineering Services: 7th Avenue & Brommer Street Design Dry Storage	\$ 5,228.50
9/23/2022	57336	Mutual of Omaha	LTD/Life/AD&D Insurance	\$ 846.40
9/23/2022	57337	Operating Engineers Local Union No. 3	Union Dues (Payroll Deduction)	\$ 268.00
9/23/2022	57338	Pacific Gas & Electric Company	Utilities	\$ 29,717.28
9/23/2022	57339	Palace Business Solutions	Office Supplies	\$ 110.72
9/23/2022	57340	Pastick, Mark	Credit Balance Refund	\$ 46.50
9/23/2022	57341	Perry, Anita	Parking Duplicate Payment Refund	\$ 40.00
9/23/2022	57342	PORAC Legal Defense Fund	Association Dues (Payroll Deduction)	\$ 294.00
9/23/2022	57343	Salas O'Brien Engineers, Inc.	Engineering Services: 2222 East Cliff Drive Deck Repair	\$ 411.25
9/23/2022	57344	Santa Cruz Tire & Auto Care	Patrol Vehicle Maintenance	\$ 161.23
9/23/2022	57345	Scheidt & Bachmann	Concession Lot Parking Equipment Monthly Warranty	\$ 2,630.75
9/23/2022	57346	Santa Cruz Municipal Utilities	Utilities	\$ 14,438.34
9/23/2022	57347	Staples Credit Plan	Office Supplies	\$ 39.21
9/23/2022	57348	Svensden's Boat Works	<i>Dauntless</i> Anodes	\$ 468.10
9/23/2022	57349	Uyeda, Norman	Credit Balance Refund	\$ 18.00
9/23/2022	57350	West Marine Pro	Boatyard Retail Items	\$ 223.22

Santa Cruz Port District
Accounts Payable Monthly Check Register
September 2022

Date	No.	Vendor	Description	Amount
9/23/2022	57351	William Fisher Architecture, Inc.	Engineering Services: I-Dock Restroom & Shower Facility (Tsunami Damage)	\$ 1,692.32
9/2/2022	Various	Various Employees	8/16/22-8/31/22 Payroll	\$ 8,700.38
9/20/2022	Various	Various Employees	9/1/22-9/15/22 Payroll	\$ 7,879.18
9/1/2022	EFT	Electronic Payments	Fuel Dock Credit Card Fees	\$ 811.58
9/1/2022	EFT	Gravity Payments	Front Desk Credit Card Fees	\$ 2,213.01
9/1/2022	EFT	Merchant Services	Online Billpay Credit Card Fees	\$ 437.90
9/1/2022	EFT	Merchant Services	Parking Machine Credit Card Fees	\$ 2,242.44
9/1/2022	EFT	Merchant Services	Boatyard Credit Card Fees	\$ 922.10
9/1/2022	EFT	Transaction Express	Online Billpay ACH Fees	\$ 570.61
9/1/2022	EFT	Windcave, Inc.	Concession Lot Credit Card Fees	\$ 3,262.85
9/2/2022	EFT	PAYCHEX	8/16/22-8/31/22 Payroll	\$ 59,219.68
9/2/2022	EFT	PAYCHEX	8/16/22-8/31/22 Payroll	\$ 27,220.00
9/2/2022	EFT	PAYCHEX	Payroll Service Fees	\$ 410.38
9/2/2022	EFT	CalPERS	Retirement Contributions (Employee & Employer)	\$ 7,038.82
9/2/2022	EFT	CalPERS	Retirement Contributions (Employee & Employer)	\$ 6,157.16
9/2/2022	EFT	CalPERS	Retirement Contributions (Employee & Employer)	\$ 1,390.76
9/2/2022	EFT	CalPERS	457 Contributions (Payroll Deduction)	\$ 3,923.59
9/2/2022	EFT	Empower Retirement	457 Loan Payments (Payroll Deduction)	\$ 568.90
9/2/2022	EFT	Deluxe For Business	Accounts Payable Checks & Envelopes	\$ 1,015.24
9/8/2022	EFT	Comerica Commercial Card Services	Paintball Canister & Refills, Boat Stand Safety Training, WhenIWork Subscription, Zoom Subscription, Uniform Shirts, Recruitment Advertising, Office Space Advertising, Employee Recognition, H2S Meter Calibration, Workplace Subscription, Office Supplies, Equipment Fuel, Saw Blades, Traffic Signage, Safety Boots, Pest Control Association Membership, Annual E-Manifest Filing, Bucket Truck Lift Pads, Waste Oil Station Signage, First Aid Supplies, Parking Cart Charger, Parking Cart Mirror, Impact Driver Bits, Dredge Primer, Dredge Vehicle Cup Holder, Wire Wheels, Pile Repair Rebar Spacers, <i>Squirt</i> Exhaust Joint	\$ 6,943.44
9/12/2022	EFT	Comerica Bank	Service Charges	\$ 868.58
9/20/2022	EFT	PAYCHEX	9/1/22-9/15/22 Payroll	\$ 60,463.15
9/20/2022	EFT	PAYCHEX	9/1/22-9/15/22 Payroll	\$ 28,168.75
9/20/2022	EFT	PAYCHEX	Time & Attendance Fees	\$ 109.00
9/20/2022	EFT	PAYCHEX	Payroll Service Fees	\$ 290.38
9/20/2022	EFT	CalPERS	Retirement Contributions (Employee & Employer)	\$ 7,255.55
9/20/2022	EFT	CalPERS	Retirement Contributions (Employee & Employer)	\$ 6,159.33
9/20/2022	EFT	CalPERS	Retirement Contributions (Employee & Employer)	\$ 1,399.32
9/20/2022	EFT	CalPERS	457 Contributions (Payroll Deduction)	\$ 4,059.12

Santa Cruz Port District
Accounts Payable Monthly Check Register
September 2022

Date	No.	Vendor	Description	Amount
9/20/2022	EFT	Empower Retirement	457 Loan Payments (Payroll Deduction)	\$ 568.90
9/30/2022	EFT	Windcave, Inc.	Concession Lot Credit Card Fees	\$ 739.16
Total September 2022 Disbursements				\$ 506,564.38

Santa Cruz Port District
135 5th Avenue
Santa Cruz, CA 95062
831.475.6161
831.475.9558 Fax
www.santacruzharbor.org



PORT COMMISSIONERS:
Toby Goddard
Dennis Smith
Reed Geisreiter
Stephen Reed
Darren Gertler

TO: Port Commission
FROM: Holland MacLaurie, Port Director
DATE: October 14, 2022
SUBJECT: Port Director's Report – October 25, 2022

Murray Street Bridge Seismic Retrofit Project

The City of Santa Cruz has confirmed that funds totaling \$5,149,000 have been deposited into an escrow account and are available to cover costs incurred by the Port District as a result of the Murray Street Bridge Seismic Retrofit Project. The Port District will draw from this funding to contract with TranSystems, Inc. for the design of the removal and replacement of FF-Dock, Rowing Dock, and Boatyard Dock (NTE \$400,000).

Verizon Wireless Lease Update

After nearly a two-year hiatus, representatives from Verizon Wireless (Verizon) have returned to finalize a lease agreement for the placement of a small cell tower in the harbor (near O-Dock). Negotiations with Verizon have occurred sporadically over the last several years, but a draft lease was nearly completed in 2020. The draft lease document has been pending legal review by Verizon counsel. Staff will work with Verizon to review the draft lease and present it to the Commission during an upcoming closed session.

Dredge Permit Update

A copy of the draft 10-year dredge permit has been received from the Corps, but final issuance is pending completion of a consultation with National Marine Fisheries Service (NMFS). NMFS is aware of the District's November 1 timeline for commencing entrance channel dredging.

U.S. Army Corps Regional General Permit (RGP) Update

The Port District's Regional General Permit (RGP) application for routine maintenance activities at the harbor remains pending with the Corps. The Corps is awaiting receipt of a Coastal Development Permit (CDP) from the Coastal Commission prior to issuing the RGP. The Port District submitted its application for a CDP to the Coastal Commission in April 2022, and has since been working to provide additional information and documentation related to best management practices for species and habitat protection. The Coastal Commission anticipates issuing the CDP at its December meeting.

California Marine Affairs and Navigation Conference (CMANC) Fall Meeting

CMANC's annual fall meeting was held on October 12 – 14 in South San Francisco and was well attended.

Port Commission December Meeting Schedule

The regular public meeting in December will likely be rescheduled to accommodate the holidays. If there is sufficient business, proposed meeting dates include December 11 or December 18, 2022.



TO: Port Commission
FROM: Blake Anderson, Harbormaster
DATE: October 14, 2022
SUBJECT: Harbormaster's Report

Boating Accident Investigation Training

One Deputy Harbormaster attended a week-long training in Los Angeles at the Maritime Law Enforcement Training Center from September 26 - 30, 2022. The course, which is reimbursable through the California Division of Boating and Waterways, focused on boating accident investigation and report writing.

Vessel Disposal

Staff coordinated the disposal of fourteen derelict/abandoned/unwanted vessels through the Division of Boating and Waterways' Surrendered and Abandoned Vessel Exchange (SAVE) Grant Program on September 28, 2022. The disposal utilized the remaining portion of the District's \$30,500 SAVE '20 Grant, which is now closed. The District received renewed funding in the amount of \$20,400 for the 2022-2024 grant cycle.

Santa Cruz Harbor Classic Car Show

The 7th Annual Santa Cruz Harbor Classic Car Show resumed on Sunday, October 9, 2022, after a two-year hiatus. Seventy-one vehicles participated and the event was well-attended by the public. Best-in-show honors went to Fred Richey's Black 1936 Ford Pickup (pictured below).



CALE Pay Station Upgrades

Five of the District’s eight CALE pay stations have received upgrades, which include an improved user-friendly color touchscreen. Additionally, maintenance staff has added 110V power to the stations to allow the use of trickle chargers. Staff was noticing that the performance of the solar panels was degrading which resulted in malfunctions due to voltage loss. Staff is confident the upgrades will result in an improved user experience. The project was funded in the FY23 CIP.

Catamaran Winter Storage Program

With dredge season only weeks away the beach catamaran storage program is transitioning to the launch ramp parking lot. All vessels must be moved by October 24, 2022, so that the dredge crew can mobilize the pipeline on Harbor Beach.

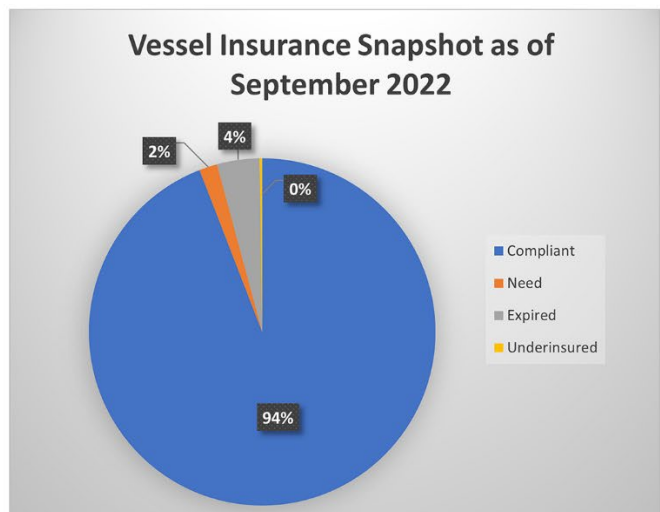
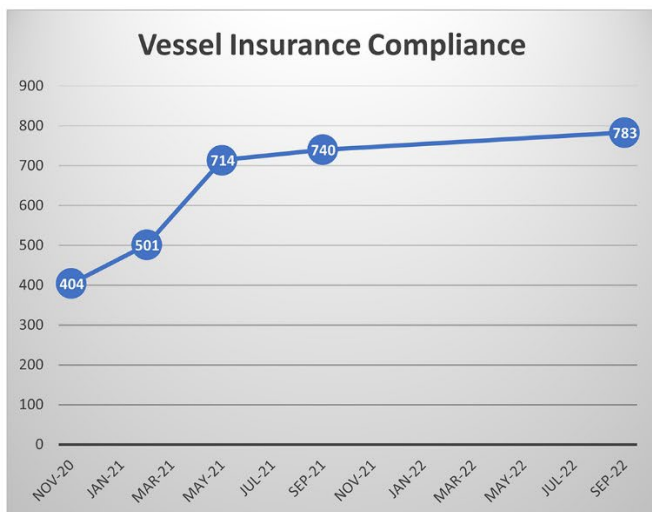
Winter End-Tie Program

The winter end-tie program resumed on October 1, 2022, and there are currently eight vessels participating. With the presence of bluefin tuna near Santa Cruz, the end-ties are nearing capacity and boaters understand that rafting may be required as part of the winter program. Fees are paid in advance, on a monthly basis, and proof of insurance is required to participate. The program, which was reintroduced in 2018, with Port Commission approval, significantly increases visitor berthing revenue during the off-season. The program ends on March 31, 2023.

Vessel Insurance Update

As of September 30, 2022, vessel insurance statistics are as follows:

- In-Compliance: **783**
- Currently Expired Insurance: **33**
- No Insurance: **14**
- Underinsured (\$100k): **2**



Fisheries Report

The fisheries report consists of data from two sources: the Department of Fish and Wildlife (DFW) and H&H Fresh Fish (resident fish buyer). The data from DFW is partially redacted in accordance with federal fisheries laws. Data is considered confidential when less than three separate vessels land species at any one port. For species landed by three or more separate vessels, the full data is made public and includes weight and value. For other data, the species landed is shown with no weight data.

September 2022 – Total Port Landings:

Species	Weight (lbs.)	Ex-Vessel (per lbs.)	Approx. Value
Bluefin Tuna	3,460.00	\$7.61	\$26,352.15
Halibut	4,712.30	\$5.09	\$24,021.77
Lingcod	453.00	\$3.16	\$1,435.20
Vermillion Rockfish	380.10	\$3.48	\$1,326.20
Rock Crab	4,562.60	\$2.11	\$9,633.70
Jack Mackerel	15,407.30	\$1.06	\$16,438.03
Total Reported:	28,975.20 lbs.	Total Ex-Vessel:	\$79,207.05

Species also landed* - Chinook salmon, Northern Anchovy, Pacific Sardine, White Seabass, Rockfish (various), Pacific Mackerel, White Croaker, Petrale Sole, Albacore Tuna, Thresher Shark, Jacksmelt

**Weight and value data redacted by Fish and Wildlife pursuant to Fish and Game Code, Section 8022.*

September 2022 – Resident Buyer Landings:

Species	Weight (lbs.)	Ex-Vessel (per lbs.)	Approx. Value
Chinook Salmon	232.70	\$8.00	\$1,861.60
Halibut	1,441.15	\$5.00	\$7,205.75
Lingcod	379.40	\$3.00	\$1,138.20
Mackerel	15.00	\$1.00	\$15.00
Rock Crab	1,542.40	\$3.00	\$4,627.20
Rock Fish (various)	210.50	\$3.00	\$631.50
Soles	4.55	\$3.00	\$13.65
Bluefin Tuna	3,000.00	\$7.00	\$21,000.00
Total Reported:	6,825.70 lbs.	Total Ex-Vessel:	\$36,492.90



TO: Port Commission
FROM: Carl Wulf, Facilities Maintenance Engineering Manager
DATE: October 25, 2022
SUBJECT: Facilities Maintenance & Engineering Manager's Report

Dredge Operations:

Twin Lakes

Dredge crews performed an underwater hull inspection of *Twin Lakes* and scraped the hull clean. Off-season dredge maintenance has concluded, and crews are preparing to move *Twin Lakes* from her off-season mooring in the north harbor to the entrance channel during the low tide on November 7, 2022.

The District is in receipt of a Compliance Advisory issued by the Monterey Bay Air Resources regarding upcoming changes for *Twin Lakes* engine fuel requirements (permit to operate #16228A & GNR-0017374). The proposed changes will require use of R99 fuel blend, which is renewable diesel currently available from the Rodeo Refinery in Richmond, CA. The District's dredge fuel supplier, Ramos Petroleum confirmed that they can deliver the product. As of September 9, 2022, the Office of Administrative Law disapproved some portions of the Airborne Toxic Control Measure (ATCM), so staff is waiting on further information as to the actual date of implementation.

Squirt

Crews mobilized the disposal pipeline for the District's 8" dredge, *Squirt*, and positioned the dredge on the end of J-dock. The start of north harbor dredging is pending the issuance of a new 10-year dredge permit from the Corps.

Dauntless

Crews completed the off-season maintenance on *Dauntless*. The workboat was splashed on September 6, 2022, and is ready for service.



Pile Repair – Phase 4

Under current pile repair and replacement permits, maintenance staff has completed jacketing two of the three critical piles under the East Public Pier. The last remaining critical pile identified for Phase 4 is located at the fuel dock and will be repaired in conjunction with upcoming low tides prior to November 30, 2022.

Deck Repair Project – 2222 East Cliff Drive

A waterproofing engineer provided a scope of work for the Deck Repair Project at 2222 East Cliff Drive. The deck waterproofing specifications are under review by the structural engineer and the project will be placed out to bid once received.

G-Dock Lift Station Assessment

MKN & Associates has provided 90% plans & specifications for the G-dock lift station improvements. Staff plans to review the documents before submitting them to the City for their input and permit requirements.

West Side Seawall Inspection Update

Haro Kasunich & Associates (HKA) drilled borings behind the West Side Seawall as part of the work needed for the geotechnical and engineering investigation for Mesiti Miller Engineering (MME) to develop its comprehensive condition assessment report.

Replacement and Relocation of Tsunami-Damaged North Harbor Transformers

TranSystems performed a site visit to assess the existing conditions of the damaged north harbor transformers and identify possible sites for relocation. Next, TranSystems plans to perform the topographic survey of the north harbor to determine the best options for maximum elevation gain.

I-Dock Restroom and Shower Facility

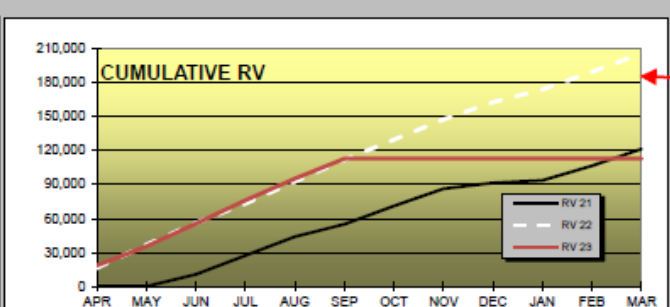
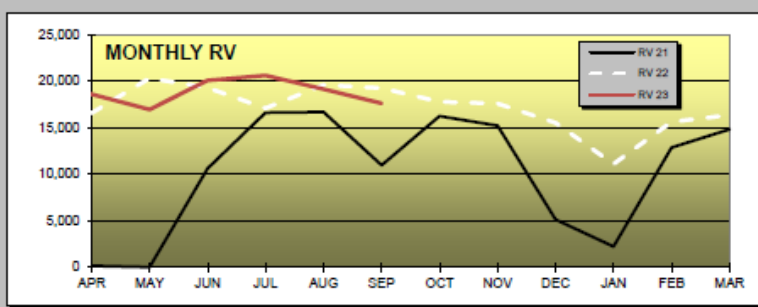
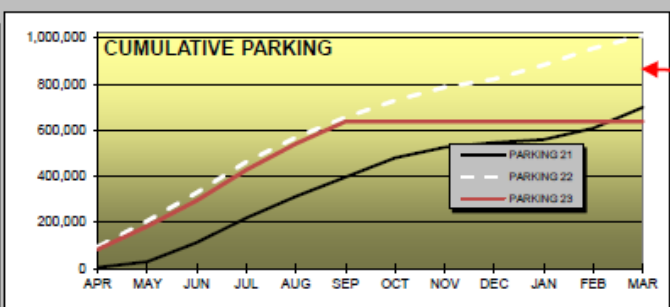
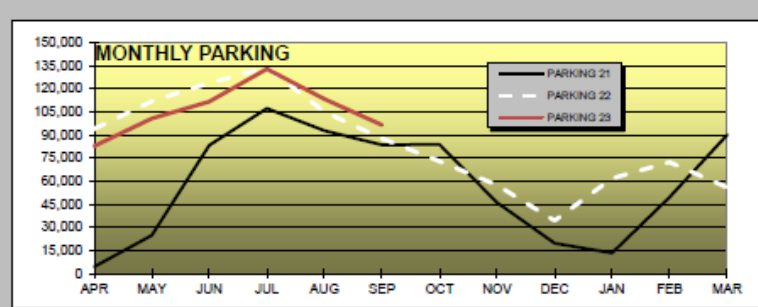
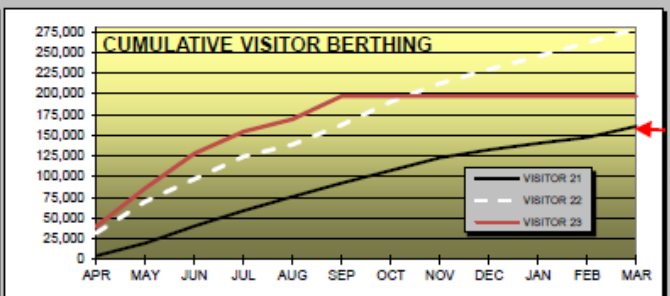
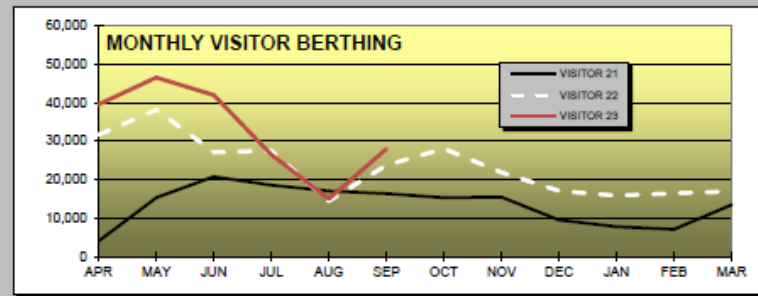
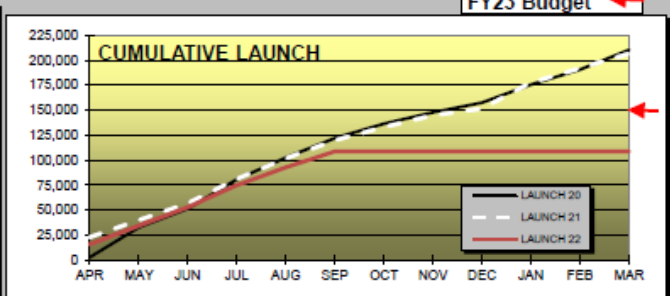
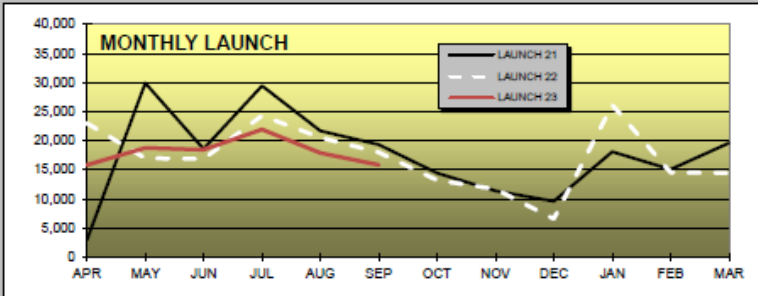
William Fisher Architecture, Inc. is finalizing the designs and specifications for the reconstruction of the I-Dock restroom and shower facility. Plans will be submitted to the City in the coming weeks.

Electrical Service Upgrade Project – 333 Lake Avenue

Due to supply chain issues, the delivery of the electrical panels for the Electrical Service Upgrade Project at 333 Lake Avenue has been delayed until November 3, 2022.

SEASONAL INCOME

FY23 Budget ←



EMPLOYEE COUNT AT 9/30/22

		FTE%		
		Regular	Unrepresented	
ADMIN	Eldridge, Mark	100%		Accounting Technician II
ADMIN	Ghisletta, Renee	100%		Administrative Assistant II
ADMIN	MacLaurie, Holland	100%		Port Director
FACILITIES	Acevedo, Arturo	100%		Maintenance Worker III
FACILITIES	Castro, Nathan	100%		Harbor Dredge Worker II
FACILITIES	Goering, Bryce	100%		Harbor Dredge Worker II
FACILITIES	Gullo, Nicholas	100%		Supervising Maint. Worker
FACILITIES	Lopez, Jorge	100%		Maintenance Worker III
FACILITIES	Marty, Randy	100%		Maintenance Worker III
FACILITIES	Ramos, Brenda	100%		Facilities Coordinator
FACILITIES	Rodriguez, Brian		var	Weekend Janitorial
FACILITIES	Simoni, Daniel	100%		Harbor Dredge Worker II
FACILITIES	Stipanovich, Rory	100%		Supervising Dredge Worker
FACILITIES	Tandoi, Steven	100%		Harbor Dredge Worker III
FACILITIES	Vera, Jose	100%		Maintenance Worker III
FACILITIES	Wagoner, Joshua	100%		Harbor Dredge Worker III
FACILITIES	Wulf, Carl	100%		Facilities, Maintenance, & Engineering Manager
OPERATIONS	Anderson, Blake	100%		Harbormaster
OPERATIONS	Ash, Jaylene		var	Parking Control / Water Taxi Crew
OPERATIONS	Book, Lynn		var	Water Taxi Operator
OPERATIONS	Gitler, Mark		var	Operations Assistant & Dredge Monitor
OPERATIONS	Gottlieb, Landon	100%		Deputy Harbormaster
OPERATIONS	Guy, Parker	100%		Deputy Harbormaster
OPERATIONS	Hann, Alfred		var	Operations Assistant
OPERATIONS	Haynes, John	100%		Senior Deputy Harbormaster
OPERATIONS	Hendrix, Ashley		var	Customer Service Representative
OPERATIONS	Henning, Nicholas	100%		Boatyard Crew
OPERATIONS	Hill, David	100%		Deputy Harbormaster
OPERATIONS	Kusaba-Kusumoto, Kalee		var	Parking Control
OPERATIONS	Loelhoeffel, Katrin		var	Operations Assistant
OPERATIONS	Long, John		var	Parking Control
OPERATIONS	Mangus, Stephanie		var	Parking Control / Water Taxi Crew
OPERATIONS	Melrose, Kevin	100%		Boatyard Supervisor
OPERATIONS	Melrose, Peter	100%		Deputy Harbormaster
OPERATIONS	Melrose, Richard	100%		Parking Coordinator
OPERATIONS	Nelson, Michael		var	Parking Control / Water Taxi Crew & Dredge Monitor
OPERATIONS	Nowak, Chris		var	Water Taxi Operator
OPERATIONS	Palmer, Darrell		var	Boatyard Crew / Harbor Dredge Worker 1
OPERATIONS	Pasquuali, Richard		var	Water Taxi Operator
OPERATIONS	Rasmussen, Scott		var	Water Taxi Operator
OPERATIONS	Rothwell, Niki	100%		Customer Service Representative
OPERATIONS	Rothwell, Sean	100%		Assistant Harbormaster
OPERATIONS	Stelter, Richard		var	Parking Control
Total FTE's		27		

Santa Cruz Port District
Monthly Budget Report
For the Six Months Ending Friday, September 30, 2022

Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
OPERATING INCOME						
000-000-000-0000-4000	Slip Rent Permanent	\$403,217	\$2,420,304	\$4,804,000	(\$2,383,696)	50%
000-000-000-0000-4002	Slip Rent Visitors	\$27,965	\$197,423	\$160,000	\$37,423	123%
000-000-000-0000-4003	Annual Slip Rent Discount	(\$16)	(\$655)	(\$1,225)	\$570	54%
000-000-000-0000-4006	Tenant Concession Rent	\$217,021	\$1,113,553	\$1,885,000	(\$771,447)	59%
000-000-000-0000-4008	Misc. Tenant Rent (Sewer)	\$5,608	\$34,812	\$135,000	(\$100,188)	26%
000-000-000-0000-4010	Launch Fees	\$15,864	\$108,911	\$150,000	(\$41,090)	73%
000-000-000-0000-4012	Liveaboard	\$6,650	\$38,966	\$70,000	(\$31,034)	56%
000-000-000-0000-4014	Catamaran Storage	\$2,505	\$14,657	\$26,000	(\$11,343)	56%
000-000-000-0000-4016	North Harbor Dry Storage	\$16,287	\$99,086	\$185,000	(\$85,914)	54%
000-000-000-0000-4018	7th Ave Dry Storage	\$10,106	\$60,959	\$116,000	(\$55,041)	53%
000-000-000-0000-4020	Waiting List	\$1,400	\$10,400	\$120,000	(\$109,600)	9%
000-000-000-0000-4024	Slip Leave Option	\$250	\$0	\$3,000	(\$3,000)	0%
000-000-000-0000-4026	Partnership Fees	\$2,715	\$16,033	\$27,500	(\$11,467)	58%
000-000-000-0000-4028	Sublease Fees	\$4,632	\$24,639	\$28,500	(\$3,861)	86%
000-000-000-0000-4030	Variable/Utility Fees	\$18,302	\$107,336	\$197,500	(\$90,164)	54%
000-000-000-0000-4032	Late Fees	\$4,285	\$4,285	\$50,000	(\$21,631)	57%
000-000-000-0000-4036	Citations	\$14,276	\$70,264	\$93,000	(\$22,737)	76%
000-000-000-0000-4040	Credit Card Convenience Charges	\$2,498	\$13,611	\$22,000	(\$8,389)	62%
000-000-000-0000-4100	Parking - Concession Lot	\$55,339	\$354,312	\$855,000	(\$226,161)	74%
000-000-000-0000-4102	Parking - Launch Area	\$2,859	\$29,655			
000-000-000-0000-4104	Parking - Southwest	\$17,954	\$117,670			
000-000-000-0000-4106	Parking - North	\$2,924	\$23,448			
000-000-000-0000-4108	Parking - Southeast	\$16,439	\$94,924			
000-000-000-0000-4118	Meter Permits	\$370	\$8,829			
000-000-000-0000-4120	Slip Renter Parking Permits	\$570	\$8,845	\$25,000	(\$16,155)	35%
000-000-000-0000-4122	RV Parking	\$17,595	\$112,906	\$185,000	(\$72,094)	61%
000-000-000-0000-4200	Fuel Sales Gasoline	\$24,096	\$273,931	\$285,000	(\$11,069)	96%
000-000-000-0000-4202	Fuel Sales Diesel	\$54,713	\$469,488	\$405,000	\$64,488	116%
000-000-000-0000-4204	Fuel Service Call Back Charges			\$10	(\$10)	0%
000-000-000-0000-4210	Wash Rack	\$1,399	\$7,061	\$6,250	\$811	113%
000-000-000-0000-4220	Boatyard Retail	\$1,807	\$15,225	\$11,500	\$3,725	132%
000-000-000-0000-4225	Boatyard Labor	\$0	\$65	\$1,000	(\$935)	7%
000-000-000-0000-4230	Boatyard Rental	\$700	\$3,085	\$2,500	\$585	123%
000-000-000-0000-4235	Boatyard Misc.	\$2,344	\$21,355	\$30,000	(\$8,645)	71%
000-000-000-0000-4240	Lay Days/Storage	\$16,034	\$120,137	\$122,000	(\$1,863)	98%
000-000-000-0000-4245	Vessel Haulout	\$10,708	\$82,623	\$130,000	(\$47,377)	64%
000-000-000-0000-4250	Vessel Berthing	\$3,964	\$27,647	\$32,000	(\$4,353)	86%
	OPERATING INCOME	\$983,379	\$6,129,872	\$10,161,535	(\$4,031,663)	60%
EXPENSE SUMMARY BY PROGRAM						
	Administrative Services (110)	\$43,234	\$399,271	\$826,625	\$427,354	48%
	Finance & Purchasing (120)	\$12,017	\$111,596	\$227,216	\$115,620	49%
	Property Management (130)	\$47,874	\$321,809	\$555,579	\$233,770	58%
	Environmental & Permitting (140)	\$1,298	\$35,683	\$192,405	\$156,722	19%
	Port Commission Support (190)	\$2,867	\$30,311	\$78,145	\$47,834	39%
	Harbor Patrol (210)	\$50,557	\$408,383	\$807,951	\$399,568	51%
	Marina Management (220)	\$36,602	\$286,324	\$563,149	\$276,825	51%
	Rescue Services (230)	\$7,921	\$47,845	\$125,105	\$77,260	38%
	Parking Services (240)	\$28,390	\$220,920	\$373,217	\$152,297	59%
	Events (250)	\$3,317	\$13,414	\$34,399	\$20,985	39%
	Fuel Services (280)	\$107,446	\$603,868	\$493,291	(\$110,577)	122%
	Docks, Piers, Marine Structures (310)	\$39,291	\$251,755	\$340,916	\$89,161	74%
	Utilities (320)	\$6,119	\$54,228	\$104,396	\$50,168	52%
	Buildings (330)	\$24,934	\$183,047	\$410,949	\$227,902	45%
	Grounds (340)	\$63,971	\$460,263	\$838,072	\$377,809	55%
	Aeration (350)	\$2,126	\$19,625	\$57,385	\$37,760	34%
	Fishery Support (360)	\$590	\$7,321	\$16,027	\$8,706	46%
	Capital Projects (390)	\$3,130	\$206,397	\$466,799	\$260,402	44%
	Dredging Operations (400)	\$75,807	\$767,420	\$1,569,037	\$801,617	49%
	Boatyard Operations (500)	\$25,409	\$192,950	\$361,913	\$168,963	53%
	OPERATING EXPENSES	\$582,900	\$4,622,429	\$8,442,576	\$3,820,147	55%

Santa Cruz Port District
Monthly Budget Report
For the Six Months Ending Friday, September 30, 2022

Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
OPERATING PROFIT		\$400,479	\$1,507,443	\$1,718,959	\$211,516	88%
NON OPERATING INCOME/(EXPENSE)						
000-000-000-0000-4300	Harbor Services Charge	\$50	\$500	\$10,000	(\$9,500)	5%
000-000-000-0000-4308	Interest Income	\$973	\$24,409	\$50,000	(\$25,591)	49%
000-000-000-0000-4310	Other Income	\$31,708	\$60,581	\$50,000	\$10,581	121%
000-000-000-0000-4405	Grants - DBAW	\$0	\$8,604	\$30,000	(\$21,396)	29%
000-000-000-0000-4406	County Rescue Contribution	\$0	\$25,000	\$50,000	(\$25,000)	50%
000-000-000-0000-4408	Waste Oil Grant	\$0	\$7,408	\$12,000	(\$4,592)	62%
000-000-000-0000-4412	Tsunami Insurance Reimbursement	\$0	\$300,000		\$300,000	0%
000-000-000-0000-4500	Gain/(Loss) on Asset Disposal	\$1,550	\$1,551		\$1,551	0%
000-000-000-0000-4600	Cash Over/Under	(\$74)	(\$321)		(\$321)	0%
	Principal Debt Payments	(\$1,406)	(\$657,079)	(\$1,329,940)	\$672,861	49%
	Capital Improvement Program	(\$28,401)	(\$170,890)	(\$382,000)	\$211,110	45%
	Capitalized Expenses	(\$5,842)	(\$127,756)	(\$195,151)	\$67,395	65%
	Depreciation	(\$140,002)	(\$840,009)	\$0	(\$840,009)	0%
NET INCOME/(LOSS)		\$259,037	\$139,440	\$13,868	\$125,572	1005%

Santa Cruz Port District
Monthly Budget Report
For the Six Months Ending Friday, September 30, 2022

Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
ADMINISTRATIVE SERVICES DEPT.						
	Salaries - Regular	\$24,856	\$168,374	\$474,342	\$305,968	35%
	Salaries - Overtime	\$0	\$370	\$4,500	\$4,130	8%
	Wages - Part Time/Temporary	\$0	\$4,452	\$45,000	\$40,549	10%
	Salaries - Vacation Pay	\$0	\$8,672	\$5,000	(\$3,672)	173%
	Salaries - Holiday Pay	\$0	\$1,199	\$0	(\$1,199)	0%
	Unemployment Insurance (SUI)	\$0	\$0	\$4,159	\$4,159	0%
	FICA Medicare/Social Security	\$1,936	\$14,255	\$36,240	\$21,985	39%
	Auto Allowance	\$200	\$1,200	\$2,400	\$1,200	50%
	Workers' Compensation	(\$409)	\$4,963	\$15,310	\$10,347	32%
	CalPERS Employer Share	\$3,419	\$21,158	\$49,111	\$27,953	43%
	CalPERS Unfunded Accrued Liability	\$0	\$85,064	\$84,357	(\$707)	101%
	Health Insurance	\$6,545	\$39,553	\$83,153	\$43,600	48%
	Dental Insurance	\$462	\$2,701	\$5,797	\$3,096	47%
	Long Term Disability/Life/AD&D	\$176	\$1,040	\$1,501	\$461	69%
	Printing & Newsletter	\$440	\$6,820	\$14,000	\$7,180	49%
	Legal Notices	\$0	\$0	\$1,000	\$1,000	0%
	Advertising	\$0	\$3,416	\$4,500	\$1,084	76%
	Postage	\$479	\$4,099	\$10,000	\$5,901	41%
	Promotional Expense	\$0	\$1,078	\$11,000	\$9,922	10%
	Office Supplies	\$911	\$8,589	\$14,950	\$6,361	57%
	Supplies	\$0	\$433	\$2,100	\$1,667	21%
	Vehicle & Equipment Fuel	\$0	\$95	\$500	\$405	19%
	Miscellaneous Employee Training	\$0	\$0	\$2,000	\$2,000	0%
	Pre-Employment Physicals	\$0	\$0	\$1,000	\$1,000	0%
	Equipment Rental	\$0	\$0	\$1,000	\$1,000	0%
	Insurance Premiums	\$26,669	\$159,577	\$156,300	(\$3,277)	102%
	Insurance Claims	\$0	\$350	\$5,000	\$4,650	7%
	Memberships, Dues, Subscriptions	\$0	\$2,336	\$14,500	\$12,164	16%
	Meetings & Training	\$0	\$2,343	\$14,250	\$11,907	16%
	Books	\$0	\$0	\$400	\$400	0%
	Software	\$0	\$0	\$500	\$500	0%
	Permit Fees	\$50	\$3,526	\$8,000	\$4,474	44%
	Bank Service Charges	\$1,001	\$6,298	\$16,000	\$9,702	39%
	Credit Card Fees	\$3,222	\$19,884	\$40,000	\$20,116	50%
	Employee Recognition	\$0	\$1,090	\$3,000	\$1,910	36%
	Miscellaneous Expenses	\$951	\$1,619	\$5,000	\$3,381	32%
	Commission Expenses	\$0	\$0	\$500	\$500	0%
	Interest Expense	\$0	\$0	\$2,000	\$2,000	0%
	Gas & Electricity	\$6,722	\$41,512	\$83,500	\$41,988	50%
	Water, Sewer, Garbage	\$16,474	\$96,600	\$180,000	\$83,400	54%
	Telephone & Alarms	\$1,648	\$9,448	\$33,500	\$24,052	28%
	Sanitary Dist. Charges	\$0	\$0	\$115,000	\$115,000	0%
	Miscellaneous Professional Services	\$800	\$4,800	\$12,000	\$7,200	40%
	Legal Consultation	\$1,204	\$35,565	\$46,000	\$10,435	77%
	Technical Services	\$1,493	\$18,748	\$113,000	\$94,252	17%
	Contract Services	\$1,405	\$8,432	\$12,000	\$3,568	70%
	Uniform Cleaning/Laundry	\$0	\$145	\$250	\$105	58%
	Other Services	\$0	\$6,416	\$10,000	\$3,584	64%
	Accounting & Auditing	\$855	\$35,523	\$46,000	\$10,477	77%
	Software License & Application	\$1,700	\$13,760	\$31,500	\$17,740	44%
	LAFCO Assessment	\$0	\$11,359	\$14,000	\$2,641	81%
	Mileage Reimbursement	\$0	\$0	\$1,650	\$1,650	0%
	Meetings & Seminars	\$0	\$0	\$3,000	\$3,000	0%
	Signage	\$0	\$0	\$200	\$200	0%
	Office Equipment R&M	\$0	\$2,359	\$10,000	\$7,641	24%
	Vehicle Maintenance	\$0	\$0	\$2,000	\$2,000	0%
	Permits & Inspections	\$0	\$475	\$2,500	\$2,025	19%
	Equipment/Equipment R&M	\$4,083	\$8,380	\$15,500	\$7,120	54%
	COVID-19 Related Expenses	\$0	\$405	\$0	(\$405)	0%
	CVRA Related Expenses	\$0	\$0	\$10,000	\$10,000	0%
	2022 Tsunami Related Expenses	\$0	\$30,188	\$0	(\$30,188)	0%
	TOTAL ADMIN. SERVICES DEPT.	\$107,290	\$898,669	\$1,869,970	\$971,301	48%

Santa Cruz Port District
Monthly Budget Report
For the Six Months Ending Friday, September 30, 2022

Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
ADMINISTRATIVE SERVICES (110)						
100-100-110-0000-5000	Salaries - Regular	\$14,536	\$106,439	\$289,179	\$182,740	37%
100-100-110-0000-5005	Salaries - Overtime			\$500	\$500	0%
100-100-110-0000-5010	Wages - Part Time/Temporary			\$1,000	\$1,000	0%
100-100-110-0000-5020	Salaries - Vacation Pay	\$0	\$8,672	\$5,000	(\$3,672)	173%
100-100-110-0000-5025	Salaries - Holiday Pay	\$0	\$1,199		(\$1,199)	0%
100-100-110-0000-5055	Unemployment Insurance (SUI)			\$1,800	\$1,800	0%
100-100-110-0000-5060	FICA Medicare/Social Security	\$1,143	\$9,127	\$19,905	\$10,778	46%
100-100-110-0000-5075	Auto Allowance	\$200	\$1,200	\$2,400	\$1,200	50%
100-100-110-0000-5105	Workers' Compensation	(\$237)	\$2,869	\$8,850	\$5,981	32%
100-100-110-0000-5110	CalPERS Employer Share	\$2,188	\$13,542	\$31,433	\$17,891	43%
100-100-110-0000-5112	CalPERS Unfunded Liability	\$0	\$54,444	\$53,992	(\$452)	101%
100-100-110-0000-5115	Health Insurance	\$3,844	\$23,459	\$48,548	\$25,089	48%
100-100-110-0000-5120	Dental Insurance	\$267	\$1,561	\$3,351	\$1,790	47%
100-100-110-0000-5125	Long Term Disability/Life/AD&D	\$113	\$665	\$867	\$202	77%
100-100-110-0000-5200	Printing & Newsletter	\$440	\$6,820	\$14,000	\$7,180	49%
100-100-110-0000-5202	Legal Notices			\$1,000	\$1,000	0%
100-100-110-0000-5204	Advertising	\$0	\$3,017	\$3,000	(\$17)	101%
100-100-110-0000-5206	Postage	\$479	\$4,099	\$10,000	\$5,901	41%
100-100-110-0000-5208	Promotional Expense	\$0	\$1,078	\$11,000	\$9,922	10%
100-100-110-0000-5214	Office Supplies	\$797	\$8,476	\$14,000	\$5,524	61%
100-100-110-0000-5217	Supplies	\$0	\$418	\$1,000	\$582	42%
100-100-110-0000-5240	Miscellaneous Employee Training			\$2,000	\$2,000	0%
100-100-110-0000-5242	Pre-Employment Physicals			\$1,000	\$1,000	0%
100-100-110-0000-5256	Equipment Rental			\$1,000	\$1,000	0%
100-100-110-0000-5262	Insurance Premiums	\$3,178	\$18,629	\$27,500	\$8,871	68%
100-100-110-0000-5264	Insurance Claims	\$0	\$350	\$5,000	\$4,650	7%
100-100-110-0000-5266	Memberships, Dues, Subscriptions	\$0	\$2,336	\$14,000	\$11,664	17%
100-100-110-0000-5268	Meetings & Training			\$5,000	\$5,000	0%
100-100-110-0000-5270	Books			\$300	\$300	0%
100-100-110-0000-5282	Bank Service Charges	\$1,001	\$6,298	\$16,000	\$9,702	39%
100-100-110-0000-5284	Credit Card Fees	\$3,222	\$19,884	\$40,000	\$20,116	50%
100-100-110-0000-5288	Employee Recognition	\$0	\$1,090	\$3,000	\$1,910	36%
100-100-110-0000-5290	Miscellaneous Expenses	\$0	\$77	\$1,000	\$923	8%
100-100-110-0000-5298	Interest Expense			\$2,000	\$2,000	0%
100-100-110-0000-5310	Telephone & Alarms	\$1,379	\$7,670	\$26,000	\$18,330	30%
100-100-110-0000-5415	Miscellaneous Professional Services	\$800	\$4,800	\$12,000	\$7,200	40%
100-100-110-0000-5416	Legal Consultation	\$1,204	\$4,901	\$40,000	\$35,099	12%
100-100-110-0000-5420	Technical Services	\$1,493	\$4,850	\$21,000	\$16,150	23%
100-100-110-0000-5425	Contract Services	\$1,405	\$8,432	\$12,000	\$3,568	70%
100-100-110-0000-5450	Other Services	\$0	\$6,416	\$10,000	\$3,584	64%
100-100-110-0000-5465	Software License & Application	\$1,700	\$13,760	\$31,000	\$17,240	44%
100-100-110-0000-5470	LAFCO Assessment	\$0	\$11,359	\$14,000	\$2,641	81%
100-100-110-0000-5500	Mileage Reimbursement			\$1,000	\$1,000	0%
100-100-110-0000-5510	Meetings & Seminars			\$3,000	\$3,000	0%
100-100-110-0000-5694	Office Equipment R&M	\$0	\$2,359	\$10,000	\$7,641	24%
100-100-110-0000-5698	Equipment/Equipment R&M	\$4,083	\$8,380	\$8,000	(\$380)	105%
100-100-110-CO19-5000	COVID-19 Labor	\$0	\$405		(\$405)	0%
100-100-110-TSUN-5000	2022 Tsunami Labor	\$0	\$188		(\$188)	0%
100-100-110-TSUN-6300	2022 Tsunami Expenses	\$0	\$30,000		(\$30,000)	0%
TOTAL ADMINISTRATIVE SERVICES		\$43,234	\$399,271	\$826,625	\$427,354	48%

Santa Cruz Port District
Monthly Budget Report
For the Six Months Ending Friday, September 30, 2022

Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
FINANCE & PURCHASING (120)						
100-100-120-0000-5000	Salaries - Regular	\$7,378	\$42,810	\$113,606	\$70,796	38%
100-100-120-0000-5005	Salaries - Overtime			\$500	\$500	0%
100-100-120-0000-5010	Wages - Part Time/Temporary			\$1,000	\$1,000	0%
100-100-120-0000-5055	Unemployment Insurance (SUI)			\$957	\$957	0%
100-100-120-0000-5060	FICA Medicare/Social Security	\$565	\$3,277	\$8,678	\$5,401	38%
100-100-120-0000-5105	Workers' Compensation	(\$100)	\$1,212	\$3,740	\$2,528	32%
100-100-120-0000-5110	CalPERS Employer Share	\$569	\$3,523	\$8,177	\$4,654	43%
100-100-120-0000-5112	CalPERS Unfunded Liability	\$0	\$14,164	\$14,046	(\$118)	101%
100-100-120-0000-5115	Health Insurance	\$1,543	\$9,188	\$20,329	\$11,141	45%
100-100-120-0000-5120	Dental Insurance	\$113	\$660	\$1,416	\$756	47%
100-100-120-0000-5125	Long Term Disability/Life/AD&D	\$29	\$173	\$367	\$194	47%
100-100-120-0000-5214	Office Supplies	\$114	\$114	\$750	\$636	15%
100-100-120-0000-5266	Memberships, Dues, Subscriptions			\$500	\$500	0%
100-100-120-0000-5268	Meetings & Training			\$2,000	\$2,000	0%
100-100-120-0000-5272	Software			\$500	\$500	0%
100-100-120-0000-5290	Miscellaneous Expenses	\$951	\$951	\$1,000	\$49	95%
100-100-120-0000-5420	Technical Services			\$2,000	\$2,000	0%
100-100-120-0000-5460	Accounting & Auditing	\$855	\$35,523	\$46,000	\$10,477	77%
100-100-120-0000-5465	Software License & Application			\$500	\$500	0%
100-100-120-0000-5500	Mileage Reimbursement			\$150	\$150	0%
100-100-120-0000-5698	Equipment/Equipment R&M			\$1,000	\$1,000	0%
	TOTAL FINANCE & PURCHASING	\$12,017	\$111,596	\$227,216	\$115,620	49%
PROPERTY MANAGEMENT (130)						
100-100-130-0000-5000	Salaries - Regular	\$527	\$2,643	\$18,443	\$15,800	14%
100-100-130-0000-5055	Unemployment Insurance (SUI)			\$100	\$100	0%
100-100-130-0000-5060	FICA Medicare/Social Security	\$41	\$206	\$1,811	\$1,605	11%
100-100-130-0000-5105	Workers' Compensation	(\$10)	\$126	\$390	\$264	32%
100-100-130-0000-5110	CalPERS Employer Share	\$168	\$1,039	\$2,411	\$1,372	43%
100-100-130-0000-5112	CalPERS Unfunded Liability	\$0	\$4,175	\$4,141	(\$34)	101%
100-100-130-0000-5115	Health Insurance	\$171	\$1,008	\$2,047	\$1,039	49%
100-100-130-0000-5120	Dental Insurance	\$12	\$69	\$148	\$79	46%
100-100-130-0000-5125	Long Term Disability/Life/AD&D	\$9	\$51	\$38	(\$13)	134%
100-100-130-0000-5204	Advertising	\$0	\$399	\$1,500	\$1,101	27%
100-100-130-0000-5262	Insurance Premiums	\$23,491	\$140,948	\$128,800	(\$12,148)	109%
100-100-130-0000-5268	Meetings & Training			\$750	\$750	0%
100-100-130-0000-5290	Miscellaneous Expenses	\$0	\$591	\$3,000	\$2,409	20%
100-100-130-0000-5300	Gas & Electricity	\$6,722	\$41,512	\$83,500	\$41,988	50%
100-100-130-0000-5305	Water, Sewer & Garbage	\$16,474	\$96,600	\$180,000	\$83,400	54%
100-100-130-0000-5310	Telephone & Alarms	\$269	\$1,778	\$7,500	\$5,722	24%
100-100-130-0000-5315	Sanitary Dist Charges			\$115,000	\$115,000	0%
100-100-130-0000-5416	Legal Consultation	\$0	\$30,664	\$6,000	(\$24,664)	511%
	TOTAL PROPERTY MANAGEMENT	\$47,874	\$321,809	\$555,579	\$233,770	58%

Santa Cruz Port District
 Monthly Budget Report
 For the Six Months Ending Friday, September 30, 2022

Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
ENVIRONMENTAL & PERMITTING (140)						
100-100-140-0000-5000	Salaries - Regular	\$475	\$1,335	\$14,016	\$12,681	10%
100-100-140-0000-5005	Salaries - Overtime	\$0	\$370	\$3,000	\$2,630	12%
100-100-140-0000-5010	Wages - Part Time/Temporary	\$0	\$4,452	\$42,000	\$37,549	11%
100-100-140-0000-5055	Unemployment Insurance (SUI)			\$1,000	\$1,000	0%
100-100-140-0000-5060	FICA Medicare/Social Security	\$37	\$473	\$3,392	\$2,919	14%
100-100-140-0000-5105	Workers' Compensation	(\$31)	\$373	\$1,150	\$777	32%
100-100-140-0000-5110	CalPERS Employer Share	\$239	\$1,476	\$3,427	\$1,951	43%
100-100-140-0000-5112	CalPERS Unfunded Liability	\$0	\$5,936	\$5,886	(\$50)	101%
100-100-140-0000-5115	Health Insurance	\$481	\$2,840	\$6,036	\$3,196	47%
100-100-140-0000-5120	Dental Insurance	\$35	\$203	\$435	\$232	47%
100-100-140-0000-5125	Long Term Disability/Life/AD&D	\$12	\$73	\$113	\$40	64%
100-100-140-0000-5217	Supplies	\$0	\$15	\$1,000	\$985	2%
100-100-140-0000-5235	Vehicle & Equipment Fuel	\$0	\$95	\$500	\$405	19%
100-100-140-0000-5268	Meetings & Training			\$500	\$500	0%
100-100-140-0000-5276	Permit Fees	\$50	\$3,526	\$8,000	\$4,474	44%
100-100-140-0000-5292	Uniform Cleaning/Laundry	\$0	\$145	\$250	\$105	58%
100-100-140-0000-5420	Technical Services	\$0	\$13,898	\$90,000	\$76,103	15%
100-100-140-0000-5500	Mileage Reimbursement			\$500	\$500	0%
100-100-140-0000-5625	Signage			\$200	\$200	0%
100-100-140-0000-5665	Vehicle Maintenance			\$2,000	\$2,000	0%
100-100-140-0000-5696	Permits & Inspections	\$0	\$475	\$2,500	\$2,025	19%
100-100-140-0000-5698	Equipment/Equipment R&M			\$6,500	\$6,500	0%
TOTAL ENVIRONMENTAL & PERMITTING		\$1,298	\$35,683	\$192,405	\$156,722	19%
PORT COMMISSION SUPPORT (190)						
100-100-190-0000-5000	Salaries - Regular	\$1,940	\$15,146	\$39,098	\$23,952	39%
100-100-190-0000-5005	Salaries - Overtime			\$500	\$500	0%
100-100-190-0000-5010	Wages - Part Time/Temporary			\$1,000	\$1,000	0%
100-100-190-0000-5055	Unemployment Insurance (SUI)			\$302	\$302	0%
100-100-190-0000-5060	FICA Medicare/Social Security	\$150	\$1,172	\$2,454	\$1,282	48%
100-100-190-0000-5105	Workers' Compensation	(\$32)	\$383	\$1,180	\$798	32%
100-100-190-0000-5110	CalPERS Employer Share	\$255	\$1,578	\$3,663	\$2,085	43%
100-100-190-0000-5112	CalPERS Unfunded Liability	\$0	\$6,345	\$6,292	(\$53)	101%
100-100-190-0000-5115	Health Insurance	\$505	\$3,058	\$6,193	\$3,135	49%
100-100-190-0000-5120	Dental Insurance	\$36	\$208	\$447	\$239	47%
100-100-190-0000-5125	Long Term Disability/Life/AD&D	\$13	\$78	\$116	\$38	67%
100-100-190-0000-5214	Office Supplies			\$200	\$200	0%
100-100-190-0000-5217	Supplies			\$100	\$100	0%
100-100-190-0000-5268	Meetings & Training	\$0	\$2,343	\$6,000	\$3,657	39%
100-100-190-0000-5270	Books			\$100	\$100	0%
100-100-190-0000-5294	Commission Expenses			\$500	\$500	0%
100-100-190-CVRA-6300	CVRA Expenses			\$10,000	\$10,000	0%
TOTAL PORT COMMISSION SUPPORT		\$2,867	\$30,311	\$78,145	\$47,834	39%

Santa Cruz Port District
 Monthly Budget Report
 For the Six Months Ending Friday, September 30, 2022

Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
OPERATIONS DEPT.						
	Salaries - Regular	\$69,630	\$420,447	\$953,111	\$532,664	44%
	Salaries - Overtime	\$468	\$10,618	\$14,000	\$3,382	76%
	Wages - Part Time/Temporary	\$9,052	\$71,160	\$158,000	\$86,840	45%
	Salaries - Comp. Time	\$0	\$925	\$300	(\$625)	308%
	Salaries - Vacation Pay	\$0	\$2,025	\$4,000	\$1,975	51%
	Salaries - Holiday Pay	\$0	\$1,116	\$7,500	\$6,384	15%
	Salaries - Sick Pay	\$309	\$630	\$1,300	\$670	48%
	Salaries - Call Back	\$107	\$2,129	\$5,000	\$2,871	43%
	Salaries - Call Ready	\$1,763	\$10,601	\$20,000	\$9,399	53%
	Salaries - Night Differential	\$116	\$594	\$5,000	\$4,406	12%
	Unemployment Insurance (SUI)	\$53	\$1,166	\$12,631	\$11,465	9%
	FICA Medicare/Social Security	\$6,195	\$39,613	\$85,535	\$45,922	46%
	Uniform Allowance	\$0	\$2,660	\$6,500	\$3,840	41%
	Workers' Compensation	(\$1,026)	\$12,447	\$38,400	\$25,953	32%
	CalPERS Employer Share	\$7,670	\$47,468	\$105,454	\$57,986	45%
	CalPERS Unfunded Accrued Liability	\$0	\$190,842	\$181,139	(\$9,703)	105%
	Health Insurance	\$15,330	\$91,172	\$208,537	\$117,365	44%
	Dental Insurance	\$1,160	\$6,775	\$14,404	\$7,630	47%
	Long Term Disability/Life/AD&D	\$378	\$2,232	\$3,583	\$1,351	62%
	Advertising	\$0	\$719	\$525	(\$194)	137%
	Hazmat Supplies	\$0	\$0	\$500	\$500	0%
	Safety Supplies	\$312	\$555	\$3,000	\$2,445	19%
	Supplies	\$5,689	\$17,047	\$25,000	\$7,953	68%
	Tools	\$0	\$446	\$2,200	\$1,754	20%
	Harbor Patrol Supplies	\$0	\$1,000	\$3,000	\$2,000	33%
	Scout Maintenance	\$1,498	\$4,110	\$5,000	\$890	82%
	Almar Maintenance	\$14	\$1,927	\$12,000	\$10,073	16%
	Fuel - Travelift	\$362	\$2,342	\$1,500	(\$842)	156%
	Boat Fuel - HBI	\$1,148	\$5,915	\$7,000	\$1,085	85%
	Boat Fuel - Free Ride	\$100	\$524	\$600	\$76	87%
	Vehicle & Equipment Fuel	\$967	\$5,619	\$10,500	\$4,881	54%
	Harbor Patrol Training	\$0	\$2,014	\$18,000	\$15,986	11%
	Harbor Patrol Misc. Expense	\$0	\$1,028	\$7,500	\$6,472	14%
	Misc. Employee Training	\$0	\$1,250	\$2,200	\$950	57%
	Background Investigations	\$0	\$0	\$3,000	\$3,000	0%
	Fuel Dock Gasoline	\$51,640	\$236,157	\$195,000	(\$41,157)	121%
	Fuel Dock Diesel	\$50,980	\$331,082	\$225,000	(\$106,082)	147%
	Fuel Dock Equipment & Supplies	\$0	\$0	\$1,000	\$1,000	0%
	Underground Storage Tank Maintenance	\$1,096	\$5,219	\$7,000	\$1,781	75%
	Rent & Leases	\$1,200	\$7,200	\$8,000	\$800	90%
	Equipment Rental	\$0	\$0	\$1,000	\$1,000	0%
	Insurance Premiums	\$5,147	\$30,880	\$31,406	\$526	98%
	Permit Fees	\$0	\$3,926	\$6,500	\$2,574	60%
	Booking Fees	\$0	\$1,281	\$2,000	\$719	64%
	Bad Debt Expense	\$0	(\$750)	\$10,000	\$10,750	(8%)
	Lien Sale Expense	\$180	\$12,268	\$2,500	(\$9,768)	491%
	Credit Card Fees	\$8,346	\$47,021	\$64,000	\$16,979	73%
	Uniform Cleaning/Laundry	\$45	\$817	\$1,600	\$783	51%
	Hazmat Disposal	\$0	\$1,394	\$5,500	\$4,106	25%
	Contract Services	\$3,589	\$21,891	\$64,500	\$42,609	34%
	Engineering Services	\$0	\$0	\$500	\$500	0%
	Other Services	\$8,269	\$54,447	\$113,500	\$59,053	48%
	Software License & Application	\$0	\$0	\$2,000	\$2,000	0%
	Mileage Reimbursement	\$0	\$99	\$2,300	\$2,201	4%
	Meetings & Seminars	\$0	\$0	\$2,000	\$2,000	0%
	Boatyard Gas & Electricity	\$1,672	\$8,437	\$17,000	\$8,563	50%
	Boatyard Water, Sewer, Garbage	\$1,046	\$6,133	\$13,000	\$6,867	47%
	Boatyard Telephone & Alarms	\$75	\$436	\$2,000	\$1,564	22%
	Miscellaneous Professional Services	\$0	\$3,300	\$3,500	\$200	94%
	Fueling Equipment R&M	\$0	\$552	\$2,500	\$1,948	22%
	Water Taxi Maintenance	\$0	\$2,697	\$3,000	\$303	90%
	Signage	\$0	\$1,306	\$1,750	\$444	75%
	Parking Meters R&M	\$0	\$778	\$1,800	\$1,022	43%
	Vehicle Maintenance	\$585	\$1,963	\$7,000	\$5,037	28%

Santa Cruz Port District
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Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
	Boatyard Cost of Goods Sold	\$4,141	\$8,827	\$10,000	\$1,173	88%
	Boatyard Filtration System R&M	\$337	\$337	\$2,500	\$2,163	13%
	Boatyard Filtration Supplies	\$0	\$141	\$4,000	\$3,859	4%
	Office Equipment R&M	\$0	\$0	\$250	\$250	0%
	Equipment/Equipment R&M	\$0	\$25,790	\$12,500	(\$13,290)	206%
	Communications Maintenance	\$0	\$0	\$2,000	\$2,000	0%
	Misc. Expenses	\$0	\$900	\$4,000	\$3,100	23%
	Capitalized Equip. Transfer to 1100	\$0	\$3,850	\$4,000	\$150	96%
	TOTAL OPERATIONS DEPT.	\$259,642	\$1,773,644	\$2,758,025	\$984,381	64%
HARBOR PATROL (210)						
100-200-210-0000-5000	Salaries - Regular	\$28,528	\$179,511	\$367,622	\$188,111	49%
100-200-210-0000-5005	Salaries - Overtime	\$300	\$6,411	\$10,000	\$3,589	64%
100-200-210-0000-5010	Wages - Part Time/Temporary			\$2,500	\$2,500	0%
100-200-210-0000-5015	Salaries - Comp. Time	\$0	\$925		(\$925)	0%
100-200-210-0000-5020	Salaries - Vacation Pay	\$0	\$2,025	\$4,000	\$1,975	51%
100-200-210-0000-5025	Salaries - Holiday Pay	\$0	\$881	\$5,000	\$4,119	18%
100-200-210-0000-5040	Salaries - Call Back	\$107	\$1,173	\$1,500	\$327	78%
100-200-210-0000-5045	Salaries - Call Ready	\$589	\$2,741	\$4,000	\$1,260	69%
100-200-210-0000-5050	Salaries - Night Differential	\$116	\$594	\$5,000	\$4,406	12%
100-200-210-0000-5055	Unemployment Insurance (SUI)			\$3,840	\$3,840	0%
100-200-210-0000-5060	FICA Medicare/Social Security	\$2,242	\$14,690	\$34,067	\$19,377	43%
100-200-210-0000-5100	Uniform Allowance	\$0	\$2,660	\$6,500	\$3,840	41%
100-200-210-0000-5105	Workers' Compensation	(\$401)	\$4,862	\$15,000	\$10,138	32%
100-200-210-0000-5110	CalPERS Employer Share	\$3,065	\$18,969	\$44,621	\$25,652	43%
100-200-210-0000-5112	CalPERS Unfunded Liability	\$0	\$76,263	\$76,645	\$382	100%
100-200-210-0000-5115	Health Insurance	\$5,844	\$34,324	\$84,325	\$50,001	41%
100-200-210-0000-5120	Dental Insurance	\$453	\$2,646	\$5,680	\$3,034	47%
100-200-210-0000-5125	Long Term Disability/Life/AD&D	\$160	\$945	\$1,470	\$525	64%
100-200-210-0000-5217	Supplies	\$0	\$1,035	\$2,500	\$1,465	41%
100-200-210-0000-5218	Tools			\$1,000	\$1,000	0%
100-200-210-0000-5220	Harbor Patrol Supplies	\$0	\$1,000	\$3,000	\$2,000	33%
100-200-210-0000-5224	Almar Maintenance	\$0	\$1,913	\$2,500	\$587	77%
100-200-210-0000-5235	Vehicle & Equipment Fuel	\$611	\$3,471	\$8,000	\$4,529	43%
100-200-210-0000-5236	Harbor Patrol Training	\$0	\$2,014	\$12,000	\$9,986	17%
100-200-210-0000-5238	Harbor Patrol Misc. Expense	\$0	\$983	\$6,500	\$5,517	15%
100-200-210-0000-5244	Background Investigations			\$3,000	\$3,000	0%
100-200-210-0000-5262	Insurance Premiums	\$940	\$5,639	\$4,681	(\$958)	120%
100-200-210-0000-5278	Booking Fees	\$0	\$1,281	\$2,000	\$719	64%
100-200-210-0000-5415	Miscellaneous Professional Services	\$0	\$3,300	\$3,500	\$200	94%
100-200-210-0000-5450	Other Services	\$7,559	\$36,230	\$78,000	\$41,770	46%
100-200-210-0000-5500	Mileage Reimbursement	\$0	\$75	\$1,500	\$1,425	5%
100-200-210-0000-5510	Meetings & Seminars			\$2,000	\$2,000	0%
100-200-210-0000-5665	Vehicle Maintenance	\$444	\$1,822	\$4,000	\$2,178	46%
100-200-210-0000-5692	Communications Maintenance			\$2,000	\$2,000	0%
	TOTAL HARBOR PATROL	\$50,557	\$408,383	\$807,951	\$399,568	51%

Santa Cruz Port District
Monthly Budget Report
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Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
MARINA MANAGEMENT (220)						
100-200-220-0000-5000	Salaries - Regular	\$26,107	\$133,603	\$309,343	\$175,740	43%
100-200-220-0000-5005	Salaries - Overtime	\$0	\$126	\$500	\$374	25%
100-200-220-0000-5010	Wages - Part Time/Temporary	\$410	\$1,715	\$24,000	\$22,285	7%
100-200-220-0000-5025	Salaries - Holiday Pay			\$2,500	\$2,500	0%
100-200-220-0000-5055	Unemployment Insurance (SUI)	\$12	\$55	\$2,117	\$2,062	3%
100-200-220-0000-5060	FICA Medicare/Social Security	\$2,028	\$10,393	\$18,920	\$8,527	55%
100-200-220-0000-5105	Workers' Compensation	(\$221)	\$2,681	\$8,270	\$5,589	32%
100-200-220-0000-5110	CalPERS Employer Share	\$2,940	\$18,195	\$42,234	\$24,039	43%
100-200-220-0000-5112	CalPERS Unfunded Liability	\$0	\$73,152	\$72,545	(\$607)	101%
100-200-220-0000-5115	Health Insurance	\$3,400	\$20,717	\$43,404	\$22,687	48%
100-200-220-0000-5120	Dental Insurance	\$250	\$1,459	\$3,131	\$1,672	47%
100-200-220-0000-5125	Long Term Disability/Life/AD&D	\$151	\$894	\$810	(\$84)	110%
100-200-220-0000-5217	Supplies	\$0	\$1,247	\$5,000	\$3,753	25%
100-200-220-0000-5222	HBI Maintenance	\$0	\$2,510	\$2,500	(\$10)	100%
100-200-220-0000-5224	Almar Maintenance			\$5,000	\$5,000	0%
100-200-220-0000-5262	Insurance Premiums	\$1,343	\$8,059	\$8,775	\$716	92%
100-200-220-0000-5279	Bad Debt Expense	\$0	(\$750)	\$10,000	\$10,750	(8%)
100-200-220-0000-5280	Lien Sale Expenses	\$180	\$12,268	\$2,500	(\$9,768)	491%
100-200-220-0000-5465	Software License & Application			\$1,000	\$1,000	0%
100-200-220-0000-5500	Mileage Reimbursement			\$600	\$600	0%
TOTAL MARINA MANAGEMENT		\$36,602	\$286,324	\$563,149	\$276,825	51%
RESCUE SERVICES (230)						
100-200-230-0000-5000	Salaries - Regular	\$1,535	\$10,900	\$28,770	\$17,870	38%
100-200-230-0000-5005	Salaries - Overtime	\$0	\$296	\$1,000	\$704	30%
100-200-230-0000-5010	Wages - Part Time/Temporary			\$1,000	\$1,000	0%
100-200-230-0000-5040	Salaries - Call Back	\$0	\$956	\$3,000	\$2,044	32%
100-200-230-0000-5045	Salaries - Call Ready	\$1,174	\$7,860	\$16,000	\$8,140	49%
100-200-230-0000-5055	Unemployment Insurance (SUI)			\$440	\$440	0%
100-200-230-0000-5060	FICA Medicare/Social Security	\$203	\$1,490	\$4,327	\$2,837	34%
100-200-230-0000-5105	Workers' Compensation	(\$46)	\$558	\$1,720	\$1,162	32%
100-200-230-0000-5110	CalPERS Employer Share	\$179	\$1,110	\$2,576	\$1,466	43%
100-200-230-0000-5112	CalPERS Unfunded Liability	\$0	\$4,462	\$4,425	(\$37)	101%
100-200-230-0000-5115	Health Insurance	\$648	\$3,786	\$9,027	\$5,241	42%
100-200-230-0000-5120	Dental Insurance	\$52	\$303	\$651	\$348	47%
100-200-230-0000-5125	Long Term Disability/Life/AD&D	\$9	\$55	\$169	\$114	32%
100-200-230-0000-5212	Safety Supplies	\$156	\$399	\$2,000	\$1,601	20%
100-200-230-0000-5217	Supplies			\$500	\$500	0%
100-200-230-0000-5222	Scout Maintenance	\$1,498	\$1,601	\$2,500	\$899	64%
100-200-230-0000-5224	Almar Maintenance	\$14	\$14	\$4,500	\$4,486	0%
100-200-230-0000-5226	Boat Fuel - Patrol Boats	\$1,148	\$5,915	\$7,000	\$1,085	85%
100-200-230-0000-5236	Harbor Patrol Training			\$6,000	\$6,000	0%
100-200-230-0000-5238	Harbor Patrol Miscellaneous Expense	\$0	\$45	\$1,000	\$955	4%
100-200-230-0000-5262	Insurance Premiums	\$1,349	\$8,096	\$6,500	(\$1,596)	125%
100-200-230-0000-5425	Contract Services			\$22,000	\$22,000	0%
TOTAL RESCUE SERVICES		\$7,921	\$47,845	\$125,105	\$77,260	38%

Santa Cruz Port District
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Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
PARKING SERVICES (240)						
100-200-240-0000-5000	Salaries - Regular	\$2,780	\$25,660	\$79,426	\$53,766	32%
100-200-240-0000-5005	Salaries - Overtime	\$168	\$3,619	\$500	(\$3,119)	724%
100-200-240-0000-5010	Wages - Part Time/Temporary	\$6,824	\$55,933	\$90,000	\$34,067	62%
100-200-240-0000-5025	Salaries - Holiday Pay	\$0	\$133		(\$133)	0%
100-200-240-0000-5030	Salaries - Sick Pay	\$309	\$630	\$1,000	\$370	63%
100-200-240-0000-5055	Unemployment Insurance (SUI)	\$39	\$1,038	\$3,500	\$2,462	30%
100-200-240-0000-5060	FICA Medicare/Social Security	\$768	\$6,592	\$11,323	\$4,731	58%
100-200-240-0000-5105	Workers' Compensation	(\$47)	\$564	\$1,740	\$1,176	32%
100-200-240-0000-5110	CalPERS Employer Share	\$727	\$4,500	\$5,129	\$629	88%
100-200-240-0000-5112	CalPERS Unfunded Liability	\$0	\$18,094	\$8,809	(\$9,285)	205%
100-200-240-0000-5115	Health Insurance	\$675	\$4,051	\$9,132	\$5,081	44%
100-200-240-0000-5120	Dental Insurance	\$53	\$307	\$523	\$216	59%
100-200-240-0000-5125	Long Term Disability/Life/AD&D	\$18	\$109	\$135	\$26	80%
100-200-240-0000-5212	Safety Supplies	\$156	\$156	\$500	\$344	31%
100-200-240-0000-5217	Supplies	\$3,212	\$11,364	\$10,000	(\$1,364)	114%
100-200-240-0000-5218	Tools			\$100	\$100	0%
100-200-240-0000-5231	Boat Fuel - Free Ride	\$100	\$524	\$600	\$76	87%
100-200-240-0000-5235	Vehicle & Equipment Fuel	\$356	\$2,148	\$2,500	\$352	86%
100-200-240-0000-5240	Miscellaneous Employee Training			\$1,000	\$1,000	0%
100-200-240-0000-5254	Rent & Leases	\$1,200	\$7,200	\$8,000	\$800	90%
100-200-240-0000-5284	Credit Card Fees	\$6,612	\$35,904	\$50,000	\$14,096	72%
100-200-240-0000-5292	Uniform Cleaning/Laundry	\$0	\$312	\$1,000	\$688	31%
100-200-240-0000-5425	Contract Services	\$3,589	\$21,489	\$42,000	\$20,511	51%
100-200-240-0000-5450	Other Services	\$709	\$15,680	\$32,000	\$16,320	49%
100-200-240-0000-5465	Software License & Application			\$500	\$500	0%
100-200-240-0000-5610	Water Taxi Maintenance	\$0	\$2,697	\$3,000	\$303	90%
100-200-240-0000-5625	Signage	\$0	\$1,213	\$1,000	(\$213)	121%
100-200-240-0000-5635	Parking Meters R&M	\$0	\$778	\$1,800	\$1,022	43%
100-200-240-0000-5665	Vehicle Maintenance	\$141	\$141	\$3,000	\$2,859	5%
100-200-240-0000-5698	Equipment/Equipment R&M	\$0	\$84	\$5,000	\$4,916	2%
TOTAL PARKING SERVICES		\$28,390	\$220,920	\$373,217	\$152,297	59%
EVENTS (250)						
100-200-250-0000-5000	Salaries - Regular	\$311	\$3,321	\$9,344	\$6,023	36%
100-200-250-0000-5005	Salaries - Overtime			\$1,000	\$1,000	0%
100-200-250-0000-5010	Wages - Part Time/Temporary			\$3,000	\$3,000	0%
100-200-250-0000-5055	Unemployment Insurance (SUI)			\$100	\$100	0%
100-200-250-0000-5060	FICA Medicare/Social Security	\$24	\$255	\$899	\$644	28%
100-200-250-0000-5105	Workers' Compensation	(\$37)	\$447	\$1,380	\$933	32%
100-200-250-0000-5110	CalPERS Employer Share	\$84	\$519	\$1,205	\$686	43%
100-200-250-0000-5112	CalPERS Unfunded Liability	\$0	\$2,088	\$2,070	(\$18)	101%
100-200-250-0000-5115	Health Insurance	\$568	\$3,396	\$7,243	\$3,847	47%
100-200-250-0000-5120	Dental Insurance	\$42	\$243	\$523	\$280	47%
100-200-250-0000-5125	Long Term Disability/Life/AD&D	\$4	\$26	\$135	\$109	19%
100-200-250-0000-5217	Supplies	\$2,322	\$3,059	\$3,500	\$441	87%
100-200-250-0000-5256	Equipment Rental	\$0	\$60	\$1,000	\$940	6%
100-200-250-0000-5290	Misc. Expenses			\$2,500	\$2,500	0%
100-200-250-0000-5625	Signage			\$500	\$500	0%
TOTAL EVENTS		\$3,317	\$13,414	\$34,399	\$20,985	39%

Santa Cruz Port District
Monthly Budget Report
For the Six Months Ending Friday, September 30, 2022

Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
FUEL SERVICES (280)						
100-200-280-0000-5000	Salaries - Regular	\$95	\$1,062	\$9,344	\$8,282	11%
100-200-280-0000-5010	Wages - Part Time/Temporary	\$1,776	\$11,324	\$22,000	\$10,676	51%
100-200-280-0000-5030	Salaries - Sick Pay			\$300	\$300	0%
100-200-280-0000-5055	Unemployment Insurance (SUI)	\$0	\$15	\$310	\$295	5%
100-200-280-0000-5060	FICA Medicare/Social Security	\$143	\$946	\$2,516	\$1,570	38%
100-200-280-0000-5105	Workers' Compensation	(\$32)	\$392	\$1,210	\$818	32%
100-200-280-0000-5110	CalPERS Employer Share	\$79	\$489	\$1,134	\$645	43%
100-200-280-0000-5112	CalPERS Unfunded Liability	\$0	\$1,965	\$1,949	(\$16)	101%
100-200-280-0000-5115	Health Insurance	\$497	\$2,938	\$6,351	\$3,413	46%
100-200-280-0000-5120	Dental Insurance	\$37	\$213	\$458	\$245	47%
100-200-280-0000-5125	Long Term Disability/Life/AD&D	\$4	\$24	\$119	\$95	20%
100-200-280-0000-5217	Supplies	\$156	\$343	\$1,000	\$657	34%
100-200-280-0000-5218	Tools			\$100	\$100	0%
100-200-280-0000-5245	Fuel Dock Gasoline	\$51,640	\$236,157	\$195,000	(\$41,157)	121%
100-200-280-0000-5246	Fuel Dock Diesel	\$50,980	\$331,082	\$225,000	(\$106,082)	147%
100-200-280-0000-5250	Fuel Dock Equipment & Supplies			\$1,000	\$1,000	0%
100-200-280-0000-5252	Underground Storage Tank Maintenance	\$1,096	\$5,219	\$7,000	\$1,781	75%
100-200-280-0000-5262	Insurance Premiums	\$165	\$990	\$4,000	\$3,010	25%
100-200-280-0000-5276	Permit Fees	\$0	\$3,442	\$4,000	\$558	86%
100-200-280-0000-5284	Credit Card Fees	\$812	\$6,714	\$8,000	\$1,286	84%
100-200-280-0000-5607	Fueling Equipment R&M	\$0	\$552	\$2,500	\$1,948	22%
	TOTAL FUEL SERVICES	\$107,446	\$603,868	\$493,291	(\$110,577)	122%

Santa Cruz Port District
Monthly Budget Report
For the Six Months Ending Friday, September 30, 2022

Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
FACILITIES DEPARTMENT						
	Salaries - Regular	\$85,068	\$504,221	\$1,031,555	\$527,334	49%
	Salaries - Overtime	\$3,716	\$22,715	\$32,250	\$9,535	70%
	Wages - Part Time/Temporary	\$2,280	\$22,258	\$43,000	\$20,742	52%
	Salaries - Comp. Time	\$0	\$0	\$2,950	\$2,950	0%
	Salaries - Vacation	\$0	\$6,197	\$4,500	(\$1,697)	138%
	Salaries - Holiday Pay	\$0	\$1,286	\$1,500	\$214	86%
	Salaries - Sick Pay	\$1,427	\$1,427	\$250	(\$1,177)	571%
	Salaries - Call Back	\$326	\$3,817	\$3,000	(\$817)	127%
	Salaries - Call Ready	\$1,245	\$7,698	\$12,500	\$4,802	62%
	Unemployment Insurance (SUI)	\$60	\$796	\$11,692	\$10,896	7%
	FICA Medicare/Social Security	\$7,208	\$43,673	\$86,193	\$42,520	51%
	Workers' Compensation	(\$1,237)	\$15,005	\$46,290	\$31,285	32%
	CalPERS Employer Share	\$5,363	\$33,193	\$81,773	\$48,580	41%
	CalPERS Unfunded Accrued Liability	\$0	\$133,450	\$140,461	\$7,011	95%
	Health Insurance	\$19,210	\$114,671	\$252,746	\$138,075	45%
	Dental Insurance	\$1,398	\$8,167	\$17,528	\$9,361	47%
	Long Term Disability/Life/AD&D	\$293	\$1,731	\$4,538	\$2,807	38%
	Hazmat Supplies	\$125	\$2,747	\$10,500	\$7,753	26%
	Safety Supplies	\$491	\$5,662	\$15,500	\$9,838	37%
	Office Supplies	\$0	\$0	\$250	\$250	0%
	Janitorial Supplies	\$146	\$19,758	\$30,000	\$10,242	66%
	Supplies	\$19	\$5,765	\$19,000	\$13,235	30%
	Tools	\$671	\$13,714	\$17,500	\$3,786	78%
	Boat Fuel - Odd Job	\$19	\$38	\$500	\$462	8%
	Boat Fuel - Dredge Skiff	\$41	\$80	\$1,000	\$920	8%
	Boat Fuel - Twin Lakes	\$0	\$40,300	\$105,000	\$64,700	38%
	Boat Fuel - Dauntless	\$0	\$90	\$10,000	\$9,910	1%
	Vehicle & Equipment Fuel	\$1,875	\$14,112	\$21,500	\$7,388	66%
	Misc. Employee Training	\$0	\$0	\$23,000	\$23,000	0%
	Equipment Rental	\$215	\$6,366	\$37,000	\$30,634	17%
	Insurance Premiums	\$31,938	\$198,008	\$182,775	(\$15,233)	108%
	Memberships, Dues, Subscriptions	\$0	\$875	\$1,250	\$375	70%
	Meetings & Training	\$0	\$0	\$4,000	\$4,000	0%
	Books	\$0	\$0	\$100	\$100	0%
	Permit Fees	\$0	\$3,176	\$15,000	\$11,824	21%
	Miscellaneous Expenses	\$0	\$1,950	\$7,500	\$5,550	26%
	Uniform Cleaning/Laundry	\$641	\$5,324	\$14,300	\$8,976	37%
	Interest Expense	\$3,130	\$206,397	\$456,980	\$250,583	45%
	Gas & Electricity	\$20,166	\$124,537	\$235,000	\$110,463	53%
	Water, Sewer, Garbage	\$15,473	\$92,314	\$157,000	\$64,686	59%
	Hazmat Disposal	\$507	\$4,027	\$18,500	\$14,473	22%
	Landscaping	\$0	\$2,328	\$10,000	\$7,672	23%
	Custodial Contract	\$4,902	\$28,190	\$65,000	\$36,810	43%
	Freight	\$0	\$1,634	\$2,500	\$866	65%
	Legal Consultation	\$0	\$0	\$2,000	\$2,000	0%
	Contract Services	\$0	\$0	\$5,000	\$5,000	0%
	Engineering Services	\$0	\$0	\$8,000	\$8,000	0%
	Environmental Services	\$0	\$0	\$10,000	\$10,000	0%
	Dredge Consulting	\$0	\$0	\$15,000	\$15,000	0%
	Other Services	\$0	\$1,717	\$6,500	\$4,783	26%
	Mileage Reimbursement	\$0	\$89	\$2,200	\$2,111	4%
	Building Repairs & Maintenance	\$2,295	\$13,922	\$38,000	\$24,078	37%
	Piers & Marine Structures R&M	\$217	\$9,937	\$15,000	\$5,063	66%
	Maintenance Workboat R&M	\$0	\$45	\$1,000	\$955	5%
	Paint & Supplies	\$0	\$4,730	\$18,000	\$13,270	26%
	Signage	\$298	\$4,867	\$6,000	\$1,133	81%
	Parking Lot R&M	\$0	\$4,696	\$10,000	\$5,304	47%
	Street Maintenance	\$0	\$105	\$2,500	\$2,395	4%
	Storm Drain Maintenance	\$0	\$3,431	\$5,500	\$2,069	62%
	Street Light Maintenance	\$0	\$0	\$2,500	\$2,500	0%
	Vehicle Maintenance	\$291	\$3,911	\$19,500	\$15,589	20%
	Utility Maintenance	\$0	\$3,878	\$12,000	\$8,122	32%
	Other Repairs & Maintenance	\$63	\$11,544	\$5,500	(\$6,044)	210%
	Ice Machine R&M	\$0	\$0	\$3,500	\$3,500	0%
	Safety Equipment R&M	\$977	\$1,255	\$1,500	\$245	84%
	Permits & Inspections	\$0	\$0	\$2,500	\$2,500	0%
	Equipment/Equipment R&M	\$1,631	\$23,768	\$82,000	\$58,232	29%

Santa Cruz Port District
Monthly Budget Report
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Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
	Maint/Lube Inner Harbor Dredge	\$404	\$17,360	\$20,000	\$2,640	87%
	Maint/Lube Twin Lakes	\$0	\$78,893	\$120,000	\$41,107	66%
	Maint/Lube Ancilliary Equipment	\$0	\$23,862	\$65,000	\$41,138	37%
	Maint/Lube Dauntless	\$524	\$13,548	\$30,000	\$16,452	45%
	Dredge Paint/Coatings	\$0	\$12,674	\$18,000	\$5,326	70%
	Booster Pump R&M	\$1,575	\$3,481	\$10,000	\$6,519	35%
	Welding Supplies	\$307	\$6,585	\$14,000	\$7,415	47%
	Fish Removal Expenses	\$0	\$0	\$2,500	\$2,500	0%
	Waste Oil Disposal/Recycle	\$670	\$8,061	\$12,500	\$4,439	64%
	Capitalized Equip. Transfer to 1100	\$5,842	\$123,906	\$191,151	\$67,245	65%
	Principal Debt Payments	\$1,406	\$657,079	\$1,329,940	\$672,861	49%
	TOTAL FACILITIES DEPARTMENT	\$215,968	\$1,950,056	\$3,799,081	\$1,849,025	51%
DOCKS, PIERS, MARINE STRUCTURES (310)						
100-300-310-0000-5000	Salaries - Regular	\$9,082	\$47,320	\$90,246	\$42,926	52%
100-300-310-0000-5005	Salaries - Overtime			\$1,000	\$1,000	0%
100-300-310-0000-5010	Wages - Part Time/Temporary			\$2,000	\$2,000	0%
100-300-310-0000-5055	Unemployment Insurance (SUI)			\$658	\$658	0%
100-300-310-0000-5060	FICA Medicare/Social Security	\$689	\$3,581	\$8,201	\$4,620	44%
100-300-310-0000-5105	Workers' Compensation	(\$69)	\$833	\$2,570	\$1,737	32%
100-300-310-0000-5110	CalPERS Employer Share	\$469	\$2,902	\$9,099	\$6,197	32%
100-300-310-0000-5112	CalPERS Unfunded Liability	\$0	\$11,667	\$15,629	\$3,962	75%
100-300-310-0000-5115	Health Insurance	\$986	\$5,779	\$14,188	\$8,409	41%
100-300-310-0000-5120	Dental Insurance	\$78	\$453	\$973	\$520	47%
100-300-310-0000-5125	Long Term Disability/Life/AD&D	\$33	\$193	\$252	\$59	76%
100-300-310-0000-5212	Safety Supplies			\$1,000	\$1,000	0%
100-300-310-0000-5214	Office Supplies	\$0	\$0	\$250	\$250	0%
100-300-310-0000-5217	Supplies	\$0	\$250	\$1,000	\$750	25%
100-300-310-0000-5218	Tools	\$0	\$152	\$2,500	\$2,348	6%
100-300-310-0000-5230	Boat Fuel - Odd Job	\$19	\$38	\$500	\$462	8%
100-300-310-0000-5235	Vehicle & Equipment Fuel	\$206	\$946	\$2,500	\$1,554	38%
100-300-310-0000-5240	Miscellaneous Employee Training			\$5,000	\$5,000	0%
100-300-310-0000-5256	Equipment Rental			\$2,000	\$2,000	0%
100-300-310-0000-5262	Insurance Premiums	\$27,526	\$165,155	\$145,000	(\$20,155)	114%
100-300-310-0000-5268	Meetings & Training			\$1,000	\$1,000	0%
100-300-310-0000-5290	Miscellaneous Expenses			\$750	\$750	0%
100-300-310-0000-5292	Uniform Cleaning/Laundry	\$0	\$255	\$600	\$345	43%
100-300-310-0000-5430	Engineering Services			\$3,000	\$3,000	0%
100-300-310-0000-5500	Mileage Reimbursement			\$500	\$500	0%
100-300-310-0000-5605	Piers & Marine Structures R&M	\$217	\$9,937	\$15,000	\$5,063	66%
100-300-310-0000-5615	Maintenance Work Boat R&M	\$0	\$45	\$1,000	\$955	5%
100-300-310-0000-5620	Paint & Supplies	\$0	\$13	\$3,000	\$2,987	0%
100-300-310-0000-5625	Signage	\$0	\$968	\$1,000	\$32	97%
100-300-310-0000-5665	Vehicle Maintenance	\$55	\$73	\$3,000	\$2,927	2%
100-300-310-0000-5698	Equipment/Equipment R&M	\$0	\$1,049	\$5,000	\$3,951	21%
100-300-310-0000-5725	Welding Supplies	\$0	\$144	\$2,500	\$2,356	6%
	TOTAL DOCKS, PIERS, MARINE STRUCTURES	\$39,291	\$251,755	\$340,916	\$89,161	74%

Santa Cruz Port District
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Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
UTILITIES (320)						
100-300-320-0000-5000	Salaries - Regular	\$4,125	\$21,926	\$31,229	\$9,303	70%
100-300-320-0000-5005	Salaries - Overtime			\$750	\$750	0%
100-300-320-0000-5010	Wages - Part Time/Temporary			\$1,000	\$1,000	0%
100-300-320-0000-5055	Unemployment Insurance (SUI)			\$750	\$750	0%
100-300-320-0000-5060	FICA Medicare/Social Security	\$317	\$1,682	\$2,146	\$464	78%
100-300-320-0000-5105	Workers' Compensation	(\$79)	\$959	\$2,960	\$2,001	32%
100-300-320-0000-5110	CalPERS Employer Share	\$406	\$2,515	\$5,838	\$3,323	43%
100-300-320-0000-5112	CalPERS Unfunded Liability	\$0	\$10,111	\$10,027	(\$84)	101%
100-300-320-0000-5115	Health Insurance	\$1,239	\$7,306	\$15,535	\$8,229	47%
100-300-320-0000-5120	Dental Insurance	\$89	\$522	\$1,121	\$599	47%
100-300-320-0000-5125	Long Term Disability/Life/AD&D	\$21	\$124	\$290	\$166	43%
100-300-320-0000-5212	Safety Supplies	\$0	\$65	\$3,000	\$2,935	2%
100-300-320-0000-5217	Supplies	\$0	\$47	\$1,000	\$953	5%
100-300-320-0000-5240	Miscellaneous Employee Training			\$3,000	\$3,000	0%
100-300-320-0000-5290	Miscellaneous Expenses			\$250	\$250	0%
100-300-320-0000-5650	Storm Drain Maintenance	\$0	\$3,431	\$5,500	\$2,069	62%
100-300-320-0000-5665	Vehicle Maintenance	\$0	\$136	\$3,000	\$2,864	5%
100-300-320-0000-5670	Utility Maintenance	\$0	\$3,878	\$12,000	\$8,122	32%
100-300-320-0000-5698	Equipment/Equipment R&M	\$0	\$1,526	\$5,000	\$3,474	31%
	TOTAL UTILITIES	\$6,119	\$54,228	\$104,396	\$50,168	52%
BUILDINGS (330)						
100-300-330-0000-5000	Salaries - Regular	\$4,793	\$29,892	\$72,787	\$42,895	41%
100-300-330-0000-5005	Salaries - Overtime			\$1,000	\$1,000	0%
100-300-330-0000-5010	Wages - Part Time/Temporary			\$5,000	\$5,000	0%
100-300-330-0000-5015	Salaries - Comp. Time			\$1,000	\$1,000	0%
100-300-330-0000-5020	Salaries - Vacation Pay			\$1,000	\$1,000	0%
100-300-330-0000-5040	Salaries - Call Back	\$214	\$749	\$500	(\$249)	150%
100-300-330-0000-5045	Salaries - Call Ready	\$678	\$2,105	\$5,000	\$2,895	42%
100-300-330-0000-5055	Unemployment Insurance (SUI)			\$750	\$750	0%
100-300-330-0000-5060	FICA Medicare/Social Security	\$448	\$2,579	\$6,156	\$3,577	42%
100-300-330-0000-5105	Workers' Compensation	(\$79)	\$959	\$2,960	\$2,001	32%
100-300-330-0000-5110	CalPERS Employer Share	\$359	\$2,220	\$7,516	\$5,296	30%
100-300-330-0000-5112	CalPERS Unfunded Liability	\$0	\$8,924	\$12,909	\$3,985	69%
100-300-330-0000-5115	Health Insurance	\$1,385	\$8,220	\$19,735	\$11,515	42%
100-300-330-0000-5120	Dental Insurance	\$89	\$522	\$1,121	\$599	47%
100-300-330-0000-5125	Long Term Disability/Life/AD&D	\$27	\$159	\$290	\$131	55%
100-300-330-0000-5212	Safety Supplies	\$0	\$380	\$2,000	\$1,620	19%
100-300-330-0000-5216	Janitorial Supplies	\$146	\$19,758	\$30,000	\$10,242	66%
100-300-330-0000-5217	Supplies	\$0	\$671	\$4,000	\$3,329	17%
100-300-330-0000-5218	Tools	\$0	\$363	\$2,500	\$2,137	15%
100-300-330-0000-5235	Vehicle & Equipment Fuel	\$555	\$2,096	\$3,000	\$904	70%
100-300-330-0000-5240	Miscellaneous Employee Training			\$2,500	\$2,500	0%
100-300-330-0000-5256	Equipment Rental			\$500	\$500	0%
100-300-330-0000-5262	Insurance Premiums	\$3,203	\$20,328	\$23,775	\$3,447	86%
100-300-330-0000-5266	Memberships, Dues, Subscriptions			\$250	\$250	0%
100-300-330-0000-5268	Meetings & Training			\$1,000	\$1,000	0%
100-300-330-0000-5290	Miscellaneous Expenses			\$1,000	\$1,000	0%
100-300-330-0000-5292	Uniform Cleaning/Laundry	\$100	\$846	\$3,200	\$2,354	26%
100-300-330-0000-5305	Water, Sewer & Garbage	\$5,820	\$35,181	\$62,000	\$26,819	57%
100-300-330-0000-5308	Hazmat Disposal			\$3,500	\$3,500	0%
100-300-330-0000-5412	Custodial Contract	\$4,902	\$28,190	\$65,000	\$36,810	43%
100-300-330-0000-5430	Engineering Services			\$5,000	\$5,000	0%
100-300-330-0000-5450	Other Services	\$0	\$267	\$1,500	\$1,233	18%
100-300-330-0000-5600	Building Repairs & Maintenance	\$2,295	\$13,922	\$38,000	\$24,078	37%
100-300-330-0000-5620	Paint & Supplies	\$0	\$302	\$5,000	\$4,698	6%
100-300-330-0000-5625	Signage	\$0	\$13	\$1,000	\$987	1%
100-300-330-0000-5645	Street Maintenance			\$4,000	\$4,000	0%
100-300-330-0000-5660	Street Light Maintenance			\$2,500	\$2,500	0%
100-300-330-0000-5665	Vehicle Maintenance	\$0	\$396	\$3,500	\$3,104	11%
100-300-330-0000-5698	Equipment/Equipment R&M	\$0	\$3,415	\$7,000	\$3,585	49%
100-300-330-0000-5725	Welding Supplies	\$0	\$589	\$1,500	\$911	39%
	TOTAL BUILDINGS	\$24,934	\$183,047	\$410,949	\$227,902	45%

Santa Cruz Port District
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Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
GROUND'S (340)						
100-300-340-0000-5000	Salaries - Regular	\$20,688	\$124,606	\$219,590	\$94,984	57%
100-300-340-0000-5005	Salaries - Overtime	\$1,932	\$4,525	\$4,500	(\$25)	101%
100-300-340-0000-5010	Wages - Part Time/Temporary	\$488	\$10,731	\$15,000	\$4,269	72%
100-300-340-0000-5015	Salaries - Comp. Time			\$450	\$450	0%
100-300-340-0000-5020	Salaries - Vacation Pay	\$0	\$2,676	\$1,500	(\$1,176)	178%
100-300-340-0000-5025	Salaries - Holiday Pay	\$0	\$162		(\$162)	0%
100-300-340-0000-5030	Salaries - Sick Pay			\$250	\$250	0%
100-300-340-0000-5040	Salaries - Call Back	\$112	\$3,068	\$2,500	(\$568)	123%
100-300-340-0000-5045	Salaries - Call Ready	\$567	\$5,593	\$7,500	\$1,907	75%
100-300-340-0000-5055	Unemployment Insurance (SUI)	\$0	\$255	\$3,251	\$2,996	8%
100-300-340-0000-5060	FICA Medicare/Social Security	\$1,810	\$11,536	\$17,312	\$5,776	67%
100-300-340-0000-5105	Workers' Compensation	(\$339)	\$4,117	\$12,700	\$8,583	32%
100-300-340-0000-5110	CalPERS Employer Share	\$1,366	\$8,451	\$19,616	\$11,165	43%
100-300-340-0000-5112	CalPERS Unfunded Liability	\$0	\$33,977	\$33,695	(\$282)	101%
100-300-340-0000-5115	Health Insurance	\$5,102	\$30,526	\$66,654	\$36,128	46%
100-300-340-0000-5120	Dental Insurance	\$384	\$2,241	\$4,809	\$2,568	47%
100-300-340-0000-5125	Long Term Disability/Life/AD&D	\$70	\$415	\$1,245	\$830	33%
100-300-340-0000-5210	Hazmat Supplies	\$125	\$2,363	\$7,500	\$5,137	32%
100-300-340-0000-5212	Safety Supplies	\$126	\$1,440	\$3,000	\$1,560	48%
100-300-340-0000-5217	Supplies	\$19	\$2,167	\$4,000	\$1,833	54%
100-300-340-0000-5218	Tools	\$0	\$1,427	\$2,500	\$1,073	57%
100-300-340-0000-5235	Vehicle & Equipment Fuel	\$713	\$4,914	\$5,000	\$86	98%
100-300-340-0000-5240	Miscellaneous Employee Training	\$0	\$0	\$2,500	\$2,500	0%
100-300-340-0000-5256	Equipment Rental	\$215	\$1,271	\$3,000	\$1,729	42%
100-300-340-0000-5262	Insurance Premiums	(\$1,053)	(\$1,053)		\$1,053	0%
100-300-340-0000-5266	Memberships, Dues, Subscriptions			\$500	\$500	0%
100-300-340-0000-5276	Permit Fees	\$0	\$60	\$2,500	\$2,440	2%
100-300-340-0000-5292	Uniform Cleaning/Laundry	\$99	\$1,240	\$4,000	\$2,760	31%
100-300-340-0000-5300	Gas & Electricity	\$18,553	\$114,574	\$215,000	\$100,426	53%
100-300-340-0000-5305	Water, Sewer & Garbage	\$9,653	\$57,133	\$95,000	\$37,867	60%
100-300-340-0000-5308	Hazmat Disposal	\$507	\$3,170	\$10,000	\$6,830	32%
100-300-340-0000-5405	Landscaping	\$0	\$2,328	\$10,000	\$7,672	23%
100-300-340-0000-5425	Contract Services			\$5,000	\$5,000	0%
100-300-340-0000-5500	Mileage Reimbursement	\$0	\$89	\$500	\$411	18%
100-300-340-0000-5620	Paint & Supplies	\$0	\$737	\$5,000	\$4,263	15%
100-300-340-0000-5625	Signage	\$298	\$1,296	\$4,000	\$2,704	32%
100-300-340-0000-5630	Parking Lot R&M	\$0	\$4,696	\$10,000	\$5,304	47%
100-300-340-0000-5645	Street Maintenance	\$0	\$105	\$2,500	\$2,395	4%
100-300-340-0000-5665	Vehicle Maintenance	\$174	\$1,343	\$5,000	\$3,657	27%
100-300-340-0000-5672	Other Repairs & Maintenance	\$63	\$4,848	\$3,500	(\$1,348)	139%
100-300-340-0000-5696	Permits & Inspections			\$2,500	\$2,500	0%
100-300-340-0000-5698	Equipment/Equipment R&M	\$1,631	\$5,179	\$10,000	\$4,821	52%
100-300-340-0000-5800	Fish Removal Expenses			\$2,500	\$2,500	0%
100-300-340-0000-5805	Waste Oil Disposal/Recycle	\$670	\$8,061	\$12,500	\$4,439	64%
	TOTAL GROUND'S	\$63,971	\$460,263	\$838,072	\$377,809	55%
AERATION (350)						
100-300-350-0000-5000	Salaries - Regular	\$0	\$1,213	\$12,295	\$11,082	10%
100-300-350-0000-5055	Unemployment Insurance (SUI)			\$75	\$75	0%
100-300-350-0000-5060	FICA Medicare/Social Security	\$0	\$95	\$1,581	\$1,486	6%
100-300-350-0000-5105	Workers' Compensation	(\$20)	\$246	\$760	\$514	32%
100-300-350-0000-5110	CalPERS Employer Share	\$188	\$1,161	\$2,694	\$1,533	43%
100-300-350-0000-5112	CalPERS Unfunded Liability	\$0	\$4,667	\$4,628	(\$39)	101%
100-300-350-0000-5115	Health Insurance	\$313	\$1,894	\$3,989	\$2,095	47%
100-300-350-0000-5120	Dental Insurance	\$23	\$134	\$288	\$154	47%
100-300-350-0000-5125	Long Term Disability/Life/AD&D	\$10	\$57	\$75	\$18	76%
100-300-350-0000-5217	Supplies	\$0	\$39	\$1,000	\$961	4%
100-300-350-0000-5300	Gas & Electricity	\$1,613	\$9,963	\$20,000	\$10,037	50%
100-300-350-0000-5698	Equipment/Equip. R&M	\$0	\$155	\$10,000	\$9,846	2%
	TOTAL AERATION	\$2,126	\$19,625	\$57,385	\$37,760	34%

Santa Cruz Port District
Monthly Budget Report
For the Six Months Ending Friday, September 30, 2022

Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
FISHERY SUPPORT (360)						
100-300-360-0000-5000	Salaries - Regular	\$444	\$4,999	\$9,344	\$4,345	53%
100-300-360-0000-5060	FICA Medicare/Social Security	\$34	\$382	\$312	(\$70)	123%
100-300-360-0000-5105	Workers' Compensation	(\$4)	\$49	\$150	\$101	32%
100-300-360-0000-5110	CalPERS Employer Share	\$48	\$295	\$685	\$390	43%
100-300-360-0000-5112	CalPERS Unfunded Liability	\$0	\$1,187	\$1,177	(\$10)	101%
100-300-360-0000-5115	Health Insurance	\$62	\$367	\$787	\$420	47%
100-300-360-0000-5120	Dental Insurance	\$5	\$26	\$57	\$31	46%
100-300-360-0000-5125	Long Term Disability/Life/AD&D	\$2	\$15	\$15	\$0	97%
100-300-360-0000-5675	Ice Equipment R&M			\$3,500	\$3,500	0%
	TOTAL FISHERY SUPPORT	\$590	\$7,321	\$16,027	\$8,706	46%
CAPITAL PROJECTS (390)						
100-300-390-0000-5000	Salaries - Regular			\$4,426	\$4,426	0%
100-300-390-0000-5055	Unemployment Insurance (SUI)			\$15	\$15	0%
100-300-390-0000-5060	FICA Medicare/Social Security			\$178	\$178	0%
100-300-390-0000-5276	Permit Fees			\$2,500	\$2,500	0%
100-300-390-0000-5290	Miscellaneous Expenses			\$500	\$500	0%
100-300-390-0000-5298	Interest Expense	\$3,130	\$206,397	\$456,980	\$250,583	45%
100-300-390-0000-5416	Legal Consultation			\$2,000	\$2,000	0%
100-300-390-0000-5500	Mileage Reimbursement			\$200	\$200	0%
100-300-390-0000-6200	Principal Debt Payments	\$1,406	\$657,079	\$1,329,940	\$672,861	49%
	TOTAL CAPITAL PROJECTS	\$3,130	\$206,397	\$466,799	\$260,402	44%

Santa Cruz Port District
Monthly Budget Report
For the Six Months Ending Friday, September 30, 2022

Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
DREDGING OPERATIONS (400)						
100-300-400-0000-5000	Salaries - Regular	\$45,936	\$274,265	\$591,638	\$317,373	46%
100-300-400-0000-5005	Salaries - Overtime	\$1,783	\$18,190	\$25,000	\$6,810	73%
100-300-400-0000-5010	Wages - Part Time/Temporary	\$1,792	\$11,527	\$20,000	\$8,473	58%
100-300-400-0000-5015	Salaries - Comp. Time			\$1,500	\$1,500	0%
100-300-400-0000-5020	Salaries - Vacation Pay	\$0	\$3,521	\$2,000	(\$1,521)	176%
100-300-400-0000-5025	Salaries - Holiday Pay	\$0	\$1,124	\$1,500	\$376	75%
100-300-400-0000-5030	Salaries - Sick Pay	\$1,427	\$1,427		(\$1,427)	0%
100-300-400-0000-5055	Unemployment Insurance (SUI)	\$60	\$541	\$6,193	\$5,652	9%
100-300-400-0000-5060	FICA Medicare/Social Security	\$3,910	\$23,817	\$50,307	\$26,490	47%
100-300-400-0000-5105	Workers' Compensation	(\$646)	\$7,841	\$24,190	\$16,349	32%
100-300-400-0000-5110	CalPERS Employer Share	\$2,529	\$15,650	\$36,325	\$20,675	43%
100-300-400-0000-5112	CalPERS Unfunded Liability	\$0	\$62,918	\$62,396	(\$522)	101%
100-300-400-0000-5115	Health Insurance	\$10,124	\$60,579	\$131,858	\$71,279	46%
100-300-400-0000-5120	Dental Insurance	\$731	\$4,268	\$9,159	\$4,891	47%
100-300-400-0000-5125	Long Term Disability/Life/AD&D	\$130	\$769	\$2,371	\$1,602	32%
100-300-400-0000-5210	Hazmat Supplies	\$0	\$385	\$3,000	\$2,615	13%
100-300-400-0000-5212	Safety Supplies	\$365	\$3,778	\$6,500	\$2,722	58%
100-300-400-0000-5217	Supplies	\$0	\$2,592	\$8,000	\$5,408	32%
100-300-400-0000-5218	Tools	\$671	\$11,772	\$10,000	(\$1,772)	118%
100-300-400-0000-5232	Boat Fuel - Dredge Skiff	\$41	\$80	\$1,000	\$920	8%
100-300-400-0000-5233	Boat Fuel - Twin Lakes	\$0	\$40,300	\$105,000	\$64,700	38%
100-300-400-0000-5234	Boat Fuel - Dauntless	\$0	\$90	\$10,000	\$9,910	1%
100-300-400-0000-5235	Vehicle & Equipment Fuel	\$400	\$6,155	\$11,000	\$4,845	56%
100-300-400-0000-5240	Miscellaneous Employee Training			\$10,000	\$10,000	0%
100-300-400-0000-5256	Equipment Rental	\$0	\$5,095	\$32,000	\$26,905	16%
100-300-400-0000-5262	Insurance Premiums	\$2,263	\$13,577	\$14,000	\$423	97%
100-300-400-0000-5266	Memberships, Dues, Subscriptions	\$0	\$875	\$500	(\$375)	175%
100-300-400-0000-5268	Meetings & Training			\$2,000	\$2,000	0%
100-300-400-0000-5270	Books			\$100	\$100	0%
100-300-400-0000-5276	Permit Fees	\$0	\$3,116	\$10,000	\$6,884	31%
100-300-400-0000-5290	Miscellaneous Expenses	\$0	\$1,950	\$5,000	\$3,050	39%
100-300-400-0000-5292	Uniform Cleaning/Laundry	\$442	\$2,983	\$6,500	\$3,517	46%
100-300-400-0000-5308	Hazmat Disposal	\$0	\$857	\$5,000	\$4,143	17%
100-300-400-0000-5418	Freight	\$0	\$1,634	\$2,500	\$866	65%
100-300-400-0000-5440	Environmental Services			\$10,000	\$10,000	0%
100-300-400-0000-5445	Dredge Consulting			\$15,000	\$15,000	0%
100-300-400-0000-5450	Other Services	\$0	\$1,450	\$5,000	\$3,550	29%
100-300-400-0000-5500	Mileage Reimbursement			\$1,000	\$1,000	0%
100-300-400-0000-5620	Paint & Supplies	\$0	\$3,679	\$5,000	\$1,321	74%
100-300-400-0000-5625	Signage	\$0	\$2,590		(\$2,590)	0%
100-300-400-0000-5665	Vehicle Maintenance	\$63	\$1,962	\$5,000	\$3,038	39%
100-300-400-0000-5672	Other Repairs & Maintenance	\$0	\$6,696	\$2,000	(\$4,696)	335%
100-300-400-0000-5685	Safety Equipment R&M	\$977	\$1,255	\$1,500	\$245	84%
100-300-400-0000-5698	Equipment/Equipment R&M	\$0	\$12,445	\$45,000	\$32,555	28%
100-300-400-0000-5700	Maint/Lube Inner Harbor Dredge	\$404	\$17,360	\$20,000	\$2,640	87%
100-300-400-0000-5705	Maint/Lube Dredge Twin Lakes	\$0	\$78,893	\$120,000	\$41,107	66%
100-300-400-0000-5707	Maint/Lube - Ancilliary Equipment	\$0	\$23,862	\$65,000	\$41,138	37%
100-300-400-0000-5710	Maint/Lube Dredge Workboat Dauntless	\$524	\$13,548	\$30,000	\$16,452	45%
100-300-400-0000-5715	Dredge Paint/Coatings	\$0	\$12,674	\$18,000	\$5,326	70%
100-300-400-0000-5720	Booster Pump R&M	\$1,575	\$3,481	\$10,000	\$6,519	35%
100-300-400-0000-5725	Welding Supplies	\$307	\$5,852	\$10,000	\$4,148	59%
100-300-400-0000-6105	Capitalized Equip Xfer to 1100	\$5,842	\$123,906	\$191,151	\$67,245	65%
TOTAL DREDGING OPERATIONS		\$75,807	\$767,420	\$1,569,037	\$801,617	49%

Santa Cruz Port District
Monthly Budget Report
For the Six Months Ending Friday, September 30, 2022

Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
BOATYARD OPERATIONS (500)						
100-500-500-0000-5000	Salaries - Regular	\$10,275	\$66,390	\$149,262	\$82,872	44%
100-500-500-0000-5005	Salaries - Overtime	\$0	\$166	\$1,000	\$834	17%
100-500-500-0000-5010	Wages - Part Time/Temp.	\$42	\$2,188	\$15,500	\$13,312	14%
100-500-500-0000-5015	Salaries - Comp. Time			\$300	\$300	0%
100-500-500-0000-5025	Salaries - Holiday Pay	\$0	\$102		(\$102)	0%
100-500-500-0000-5040	Call Back			\$500	\$500	0%
100-500-500-0000-5055	Unemployment Insurance (SUI)	\$1	\$58	\$2,324	\$2,266	2%
100-500-500-0000-5060	FICA Medicare/Social Security	\$786	\$5,246	\$13,483	\$8,237	39%
100-500-500-0000-5105	Workers' Compensation	(\$243)	\$2,943	\$9,080	\$6,137	32%
100-500-500-0000-5110	CalPERS Employer Share	\$596	\$3,686	\$8,555	\$4,869	43%
100-500-500-0000-5112	CalPERS Unfunded Liability	\$0	\$14,819	\$14,696	(\$123)	101%
100-500-500-0000-5115	Health Insurance	\$3,698	\$21,960	\$49,055	\$27,095	45%
100-500-500-0000-5120	Dental Insurance	\$274	\$1,602	\$3,438	\$1,836	47%
100-500-500-0000-5125	Long Term Disability/Life/AD&D	\$31	\$181	\$745	\$564	24%
100-500-500-0000-5204	Advertising	\$0	\$719	\$525	(\$194)	137%
100-500-500-0000-5210	Hazmat Supplies			\$500	\$500	0%
100-500-500-0000-5212	Safety Supplies			\$500	\$500	0%
100-500-500-0000-5217	Supplies			\$2,500	\$2,500	0%
100-500-500-0000-5218	Tools	\$0	\$446	\$1,000	\$554	45%
100-500-500-0000-5235	Fuel - Travelift	\$362	\$2,342	\$1,500	(\$842)	156%
100-500-500-0000-5240	Miscellaneous Employee Training	\$0	\$1,250	\$1,200	(\$50)	104%
100-500-500-0000-5256	Equipment Rental	\$0	\$0	\$1,000	\$1,000	0%
100-500-500-0000-5262	Insurance Premiums	\$1,349	\$8,096	\$7,450	(\$646)	109%
100-500-500-0000-5276	Permit Fees	\$0	\$484	\$2,500	\$2,016	19%
100-500-500-0000-5284	Credit Card Fees	\$922	\$4,403	\$6,000	\$1,597	73%
100-500-500-0000-5290	Misc. Expenses	\$0	\$900	\$1,500	\$600	60%
100-500-500-0000-5292	Uniforms	\$45	\$505	\$600	\$95	84%
100-500-500-0000-5300	Gas & Electricity	\$1,672	\$8,437	\$17,000	\$8,563	50%
100-500-500-0000-5305	Water, Sewer, Garbage	\$1,046	\$6,133	\$13,000	\$6,867	47%
100-500-500-0000-5308	Hazmat Disposal	\$0	\$1,394	\$5,500	\$4,106	25%
100-500-500-0000-5310	Telephone & Alarms	\$75	\$436	\$2,000	\$1,564	22%
100-500-500-0000-5425	Contract Services	\$0	\$402	\$500	\$98	80%
100-500-500-0000-5430	Engineering Services			\$500	\$500	0%
100-500-500-0000-5450	Other Services	\$0	\$2,537	\$3,500	\$963	72%
100-500-500-0000-5465	Software License & Application			\$500	\$500	0%
100-500-500-0000-5500	Mileage Reimbursement	\$0	\$24	\$200	\$176	12%
100-500-500-0000-5625	Signage	\$0	\$93	\$250	\$157	37%
100-500-500-0000-5694	Office Equipment			\$250	\$250	0%
100-500-500-0000-5698	Equipment R&M	\$0	\$25,706	\$7,500	(\$18,206)	343%
100-500-500-0000-7000	Filtration System R&M	\$337	\$337	\$2,500	\$2,163	13%
100-500-500-0000-7005	Filtration System Supplies	\$0	\$141	\$4,000	\$3,859	4%
100-500-500-0000-7020	Cost of Goods Sold	\$4,141	\$8,827	\$10,000	\$1,173	88%
100-500-500-0000-6100	Capital Outlay	\$0	\$3,850	\$4,000	\$150	96%
TOTAL BOATYARD OPERATIONS		\$25,409	\$192,950	\$361,913	\$168,963	53%

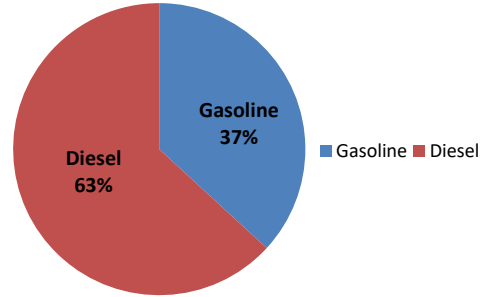
Santa Cruz Port District
 Monthly Budget Report
 For the Six Months Ending Friday, September 30, 2022

Account	Description	MTD	YTD	FY23 BUDGET	REMAINING	% BUDGET
CAPITAL IMPROVEMENT PROGRAM (900)						
100-900-900-F004-5000	Sewer Lift Station Upgrade Labor	\$222	\$1,153		(\$1,153)	0%
100-900-900-F004-6300	Sewer Lift Station Upgrade Budget	\$2,700	\$4,306	\$15,354	\$11,048	28%
100-900-900-F005-6300	Piling Replacement Budget	\$0	\$0	\$18,424	\$18,424	0%
100-900-900-F006-6300	Pavement Repairs Budget			\$30,707	\$30,707	0%
100-900-900-F009-5000	Pier Rehabilitation Labor	\$0	\$74		(\$74)	0%
100-900-900-F009-6300	Pier Rehabilitation Budget	\$95	\$20,794	\$73,698	\$52,903	28%
100-900-900-F011-5000	Building Restoration Labor	\$0	\$254		(\$254)	0%
100-900-900-F011-6300	Building Restoration Budget	\$1,577	\$11,306	\$28,865	\$17,559	39%
100-900-900-F012-5000	Restroom Building Rehab Labor	\$0	\$64		(\$64)	0%
100-900-900-F012-6300	Restroom Building Rehab Budget	\$1,692	\$9,267	\$61,415	\$52,148	15%
100-900-900-F018-6300	Parking Pay Stations Budget	\$0	\$14,981	\$9,212	(\$5,768)	163%
100-900-900-F021-5000	7th & Brommer Labor	\$109	\$229		(\$229)	0%
100-900-900-F021-5430	7th & Brommer Engineering	\$2,752	\$19,557		(\$19,557)	0%
100-900-900-F021-6300	7th & Brommer Budget	\$0	\$16,414	\$42,990	\$26,576	38%
100-900-900-F022-5000	Revetment & Seawall Labor	\$0	\$100		(\$100)	0%
100-900-900-F022-5430	Revetment & Seawall Engineering	\$368	\$8,417		(\$8,417)	0%
100-900-900-F022-6300	Revetment & Seawall Budget	\$16,178	\$16,178	\$12,283	(\$3,895)	132%
100-900-900-F024-5000	Murray St. Bridge Labor	\$0	\$246		(\$246)	0%
100-900-900-F028-5000	Parking Upgrades	\$40	\$40		(\$40)	0%
100-900-900-F028-6300	Parking Upgrades	\$0	\$587	\$21,495	\$20,908	3%
100-900-900-F035-5000	Boatyard Marine Ways Inspection / Upgrade Labor	\$0	\$1,842		(\$1,842)	0%
100-900-900-F035-6300	Boatyard Marine Ways Inspection / Upgrade Costs	\$0	\$3,912	\$4,913	\$1,001	80%
100-900-900-F039-6300	Harborwide Refuse/Recycling Study	\$0	\$8,000		(\$8,000)	0%
100-900-900-F043-6300	Fuel System Upgrades Expenses	\$0	\$6,461	\$24,566	\$18,104	26%
100-900-900-F044-6300	Fuel System Upgrades Expenses	\$0	\$14,527	\$30,707	\$16,180	47%
100-900-900-H001-5000	Harbor Security Labor	\$0	\$368		(\$368)	0%
100-900-900-H001-6300	Harbor Security Upgrades Budget	\$0	\$50		(\$50)	0%
100-900-900-H001-6300	Harbor Security Upgrades Budget	\$2,668	\$11,764	\$7,370	(\$4,394)	160%
TOTAL CAPITAL IMPROVEMENT PROGRAM		\$28,401	\$170,890	\$382,000	\$211,110	45%
DEPRECIATION						
000-000-000-0000-6003	Depreciation - Docks	\$59,581	\$357,488		(\$357,488)	0%
000-000-000-0000-6005	Depreciation - Structures & Improvements	\$52,666	\$315,996		(\$315,996)	0%
000-000-000-0000-6027	Depreciation - Office Equipment	\$1,859	\$11,152		(\$11,152)	0%
000-000-000-0000-6030	Depreciation - Equipment	\$23,313	\$139,876		(\$139,876)	0%
000-000-000-0000-6040	Depreciation - Boatyard Sweeper	\$333	\$1,998		(\$1,998)	0%
000-000-000-0000-6045	Depreciation - Travelift	\$2,250	\$13,500		(\$13,500)	0%
TOTAL DEPRECIATION		\$140,002	\$840,009	\$0	(\$840,009)	0%

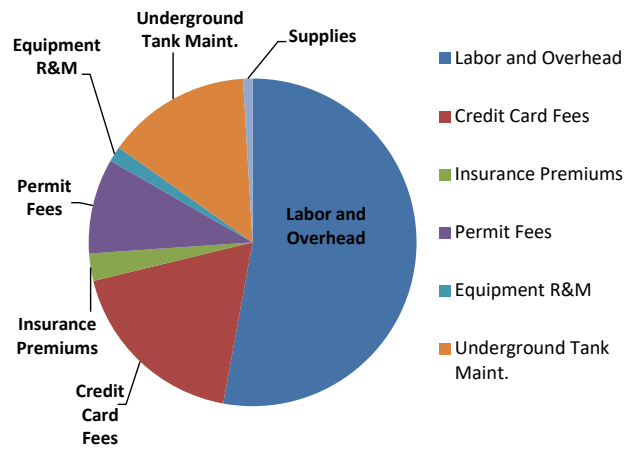
**Santa Cruz Port District
Quarterly Fuel Dock Report
For the Six Months Ended September 30, 2022**

	FY 2023		% of Budget
	QTD Jul - Sep	YTD Apr - Sep	
Fuel Dock Revenue			
Gasoline	\$116,666	\$273,931	96%
Diesel	\$169,571	\$469,488	116%
Total Revenue	\$286,237	\$743,419	108%
Cost of Sales			
Gasoline	\$115,823	\$236,157	121%
Diesel	\$120,128	\$331,082	147%
Total Cost of Sales	\$235,951	\$567,240	135%
Gross Profit	\$50,286	\$176,179	
Operating Expenses			
Labor and Overhead	\$10,151	\$19,368	42%
Credit Card Fees	\$3,501	\$6,714	84%
Insurance Premiums	\$495	\$990	25%
Permit Fees	\$3,442	\$3,442	86%
Equipment R&M	\$540	\$552	22%
Underground Tank Maint.	\$3,526	\$5,219	75%
Supplies	\$343	\$343	31%
Total Operating Expenses	\$21,998	\$36,628	50%
Net Profit / (Loss)	\$28,288	\$139,551	
Profit Margin	10%	19%	

Fuel Dock Revenue

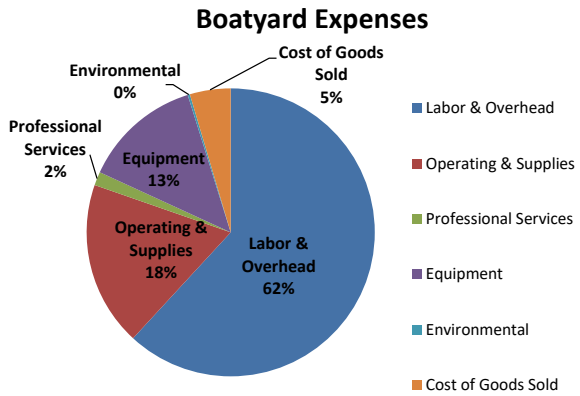
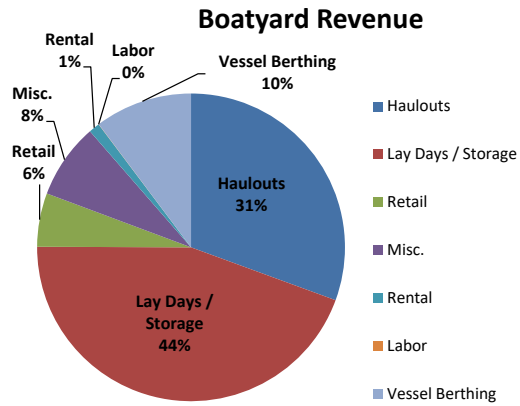


Fuel Dock Expenses



**Santa Cruz Port District
Quarterly Boatyard Report
For the Six Months Ended September 30, 2022**

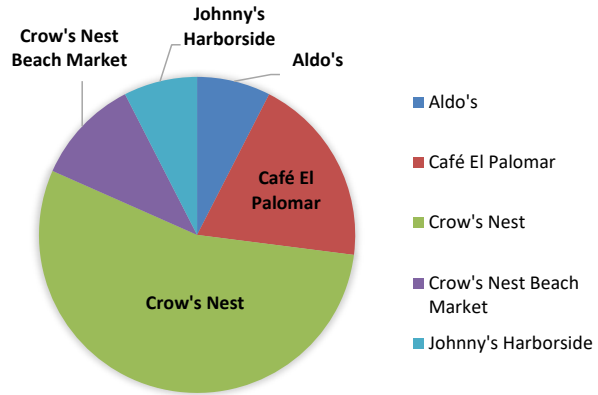
	QTD Jul - Sep	YTD Apr - Sep	% of Budget
Boatyard Revenue			
Haulouts	\$40,028	\$82,623	64%
Lay Days / Storage	\$52,820	\$120,137	98%
Retail	\$8,421	\$15,225	132%
Misc.	\$9,592	\$21,355	71%
Rental	\$1,590	\$3,085	123%
Labor	\$0	\$65	7%
Vessel Berthing	\$12,342	\$27,647	86%
Total Revenue	\$124,793	\$270,137	82%
Boatyard Expenses			
Labor & Overhead	\$60,853	\$119,339	45%
Operating & Supplies	\$17,468	\$35,662	55%
Professional Services	\$2,040	\$2,939	65%
Equipment	\$873	\$25,706	332%
Environmental	\$434	\$478	7%
Cost of Goods Sold	\$4,141	\$8,827	88%
Total Operating Expenses	\$85,809	\$192,950	53%
Net Profit / (Loss)	\$38,984	\$77,187	



Santa Cruz Port District
Quarterly Concession Rent Report
 For the Six Months Ended September 30, 2022

	FY 2023	
	QTD Jul - Sep	YTD Apr - Sep
Base Rent		
Aldo's	5,976	11,952
Café El Palomar	43,785	87,570
Crow's Nest	-	-
Crow's Nest Beach Market	18,987	37,974
Johnny's Harborside	23,839	46,678
Total Base Rent	\$ 92,587	\$ 184,174
% Rent		
Aldo's	19,314	34,730
Café El Palomar	18,662	33,230
Crow's Nest	187,243	338,546
Crow's Nest Beach Market	17,264	29,185
Johnny's Harborside	-	-
Total % Rent	\$242,483	\$435,692
Total Rent		
Aldo's	25,290	46,682
Café El Palomar	62,447	120,800
Crow's Nest	187,243	338,546
Crow's Nest Beach Market	36,251	67,159
Johnny's Harborside	23,839	46,678
Total Rent	\$ 335,070	\$ 619,866

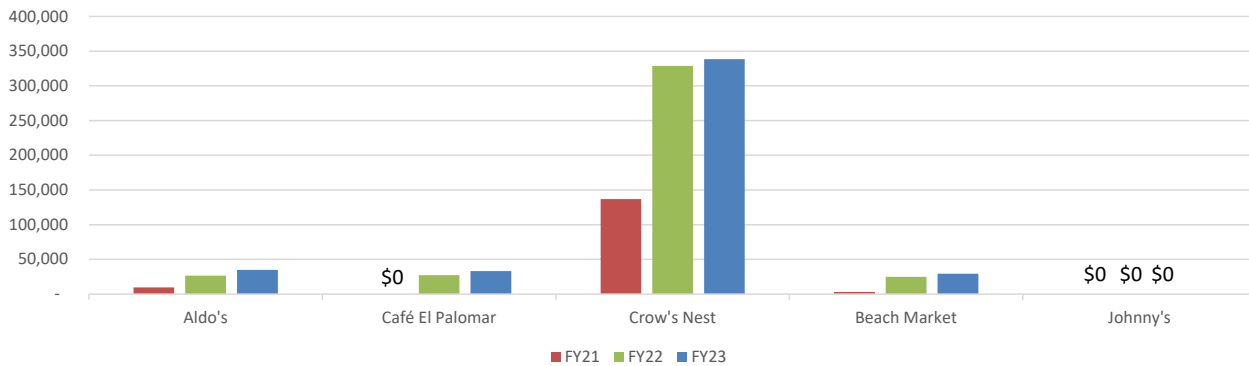
TOTAL CONCESSION RENT YTD



YTD 3-Year Concession % Rent

Tenant	FY21	FY22	FY23
Aldo's	9,691	26,639	34,730
Café El Palomar	-	27,179	33,230
Crow's Nest	137,019	328,906	338,546
Beach Market	3,178	24,790	29,185
Johnny's	-	-	-

PERCENTAGE RENT YTD



California State Treasurer
Fiona Ma, CPA



Local Agency Investment Fund
P.O. Box 942809
Sacramento, CA 94209-0001
(916) 653-3001

September 30, 2022

[LAIF Home](#)
[PMIA Average](#)
[Monthly Yields](#)

SANTA CRUZ PORT DISTRICT

PORT DIRECTOR
135 5TH AVENUE
SANTA CRUZ, CA 95062

[Tran Type Definitions](#)

Account Number:

September 2022 Statement

Account Summary

Total Deposit:	0.00	Beginning Balance:	11,474,948.26
Total Withdrawal:	0.00	Ending Balance:	11,474,948.26



PMIA/LAIF Performance Report as of 10/14/22



PMIA Average Monthly Effective Yields⁽¹⁾

September	1.513
August	1.276
July	1.090

Quarterly Performance Quarter Ended 09/30/22

LAIF Apportionment Rate ⁽²⁾ :	1.35
LAIF Earnings Ratio ⁽²⁾ :	0.00003699565555327
LAIF Fair Value Factor ⁽¹⁾ :	0.980760962
PMIA Daily ⁽¹⁾ :	1.63%
PMIA Quarter to Date ⁽¹⁾ :	1.29%
PMIA Average Life ⁽¹⁾ :	304

Pooled Money Investment Account Monthly Portfolio Composition ⁽¹⁾ 09/30/22 \$222.9 billion

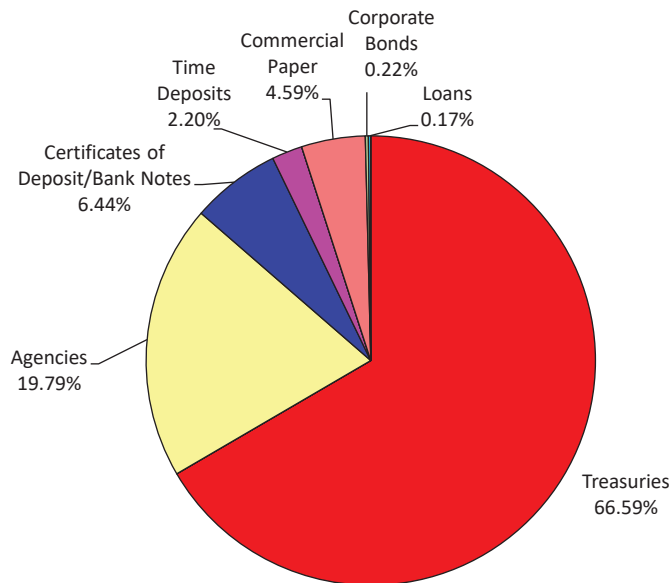


Chart does not include \$3,917,000.00 in mortgages, which equates to 0.002%. Percentages may not total 100% due to rounding.

Daily rates are now available here. [View PMIA Daily Rates](#)

Notes: The apportionment rate includes interest earned on the CalPERS Supplemental Pension Payment pursuant to Government Code 20825 (c)(1) and interest earned on the Wildfire Fund loan pursuant to Public Utility Code 3288 (a).

Source:

⁽¹⁾ State of California, Office of the Treasurer

⁽²⁾ State of California, Office of the Controller

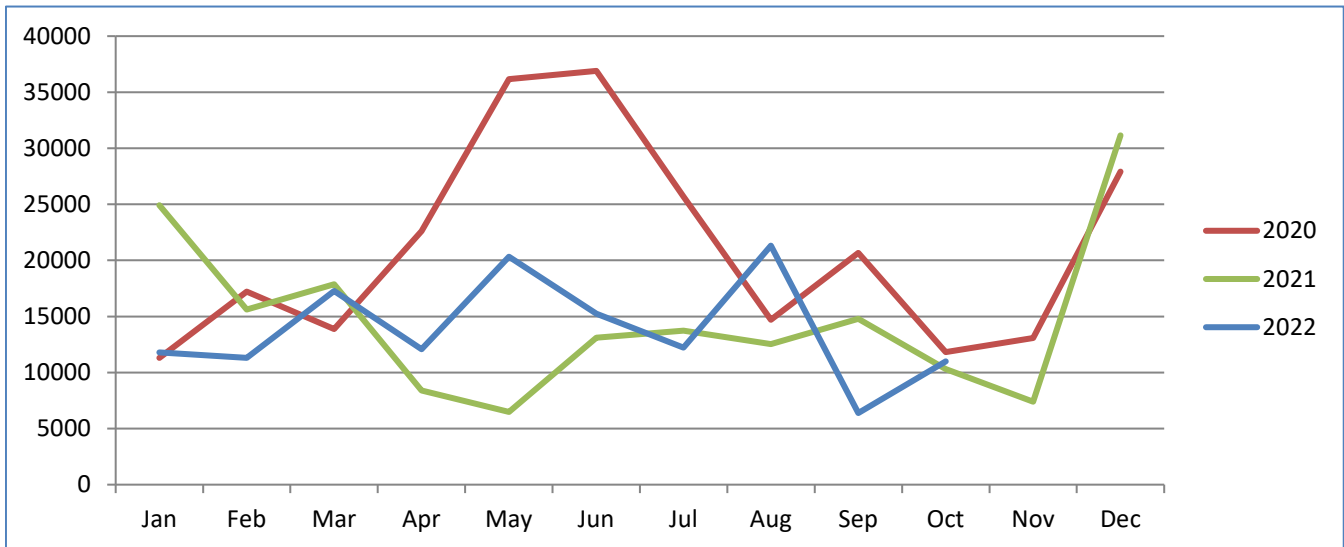
Santa Cruz Port District
Historical Revenues and Expenses
Debt Service Coverage Projection

	2019 <i>Audited</i>	2020 <i>Audited</i>	2021 <i>Audited</i>	2022 <i>Audited</i>
Operating Revenues				
Charges for berthing and services	\$ 7,372,983	\$ 7,920,084	\$ 7,886,323	\$ 8,864,120
Rent and concessions	\$ 1,838,345	\$ 1,893,576	\$ 1,635,555	\$ 2,023,819
Total Operating Revenues	\$ 9,211,328	\$ 9,813,660	\$ 9,521,878	\$ 10,887,939
Operating Expenses				
Depreciation and Amortization	\$ 1,830,080	\$ 1,954,934	\$ 2,159,280	\$ 2,187,657
CalPERS Unfunded Liability (Non-cash)	\$ 313,404	\$ 338,085	\$ 190,116	\$ 805,728
OPEB Liability (Non-cash)	\$ 70,313	\$ 67,186	\$ 81,221	\$ 101,318
Dredging Operations	\$ 1,232,182	\$ 1,369,670	\$ 1,357,222	\$ 1,324,630
Administrative Services	\$ 653,783	\$ 759,880	\$ 753,848	\$ 663,892
Grounds	\$ 750,251	\$ 727,772	\$ 733,457	\$ 790,109
Fuel Services	\$ 413,682	\$ 536,061	\$ 427,765	\$ 740,950
Harbor Patrol	\$ 641,569	\$ 683,549	\$ 669,826	\$ 712,258
Property Management	\$ 474,209	\$ 480,408	\$ 515,497	\$ 669,573
Marina Management	\$ 544,303	\$ 434,290	\$ 483,428	\$ 495,234
Buildings	\$ 322,642	\$ 323,550	\$ 323,175	\$ 321,331
Parking Services	\$ 357,156	\$ 341,396	\$ 248,637	\$ 352,771
Docks, Piers, Marine Structures	\$ 270,617	\$ 237,013	\$ 269,258	\$ 320,346
Debt issuance costs	\$ -	\$ -	\$ -	\$ -
Finance & Purchasing	\$ 170,690	\$ 181,208	\$ 194,674	\$ 183,581
Environmental & Permitting	\$ 143,423	\$ 174,318	\$ 139,893	\$ 95,646
Utilities	\$ 87,508	\$ 85,665	\$ 86,067	\$ 97,358
Aeration	\$ 36,840	\$ 38,467	\$ 40,795	\$ 49,913
Rescue Services	\$ 95,508	\$ 99,549	\$ 84,414	\$ 104,968
Boatyard Operations	\$ 254,419	\$ 274,979	\$ 303,551	\$ 326,087
Port Commission Support	\$ 45,923	\$ 52,156	\$ 56,586	\$ 107,746
Capital Projects	\$ 1,022	\$ 6,812	\$ 1,630	\$ 54
Events	\$ 30,682	\$ 30,440	\$ -	\$ 13,111
Fishery Support	\$ 2,762	\$ 5,680	\$ 5,064	\$ 8,588
Tsunami Expense	\$ -	\$ -	\$ -	\$ 187,859
Total Expenses	\$ 8,742,968	\$ 9,203,068	\$ 9,125,404	\$ 10,660,708
Non-Operating Revenue (Expenses)				
County revenues for public services	\$ 12,493	\$ 49,985	\$ 50,000	\$ 50,000
Grants and Other Income	\$ 111,403	\$ 37,826	\$ 23,801	\$ 619,189
Dredging Reimbursement USACE	\$ 449,000	\$ 385,000	\$ 385,000	\$ 665,000
Interest Income	\$ 242,056	\$ 265,810	\$ 80,131	\$ 30,375
Interest Expense	\$ (476,885)	\$ (491,385)	\$ (443,836)	\$ (410,652)
Other Income (Expenses)	\$ 188,516	\$ 2,809	\$ 38,570	\$ 83,001
Total Non-Operating Income (Expenses)	\$ 526,583	\$ 250,045	\$ 133,666	\$ 1,036,913
Debt Service Coverage Calculation				
(+) Gross Revenues	\$ 9,211,328	\$ 9,813,660	\$ 9,521,878	\$ 10,887,939
(-) Maintenance and operating expenses	\$ (8,742,968)	\$ (9,203,068)	\$ (9,125,404)	\$ (10,660,708)
(+) Depreciation and Amortization	\$ 1,830,080	\$ 1,954,934	\$ 2,159,280	\$ 2,187,657
(+) CalPERS Unfunded Liability (Non-cash)	\$ 313,404	\$ 338,085	\$ 190,116	\$ 805,728
(+) OPEB Liability (Non-cash)	\$ 70,313	\$ 67,186	\$ 81,221	\$ 101,318
(-) Net Operating Income	\$ 2,682,157	\$ 2,970,797	\$ 2,827,091	\$ 3,321,934
(+) Interest Income	\$ 242,056	\$ 265,810	\$ 80,131	\$ 30,375
(+) Non-operating Income	\$ 188,516	\$ 2,809	\$ 38,570	\$ 83,001
(+) Grants	\$ 123,896	\$ 87,811	\$ 73,801	\$ 669,189
(+) Dredging Reimbursement USACE	\$ 449,000	\$ 385,000	\$ 385,000	\$ 665,000
(-) Net Revenues Available for Debt Service	\$ 3,685,625	\$ 3,712,227	\$ 3,404,593	\$ 4,769,499
(+) Current Portion Long Term Debt	\$ 1,254,451	\$ 1,299,163	\$ 1,274,163	\$ 1,329,940
(+) Interest Expense	\$ 476,885	\$ 491,385	\$ 443,836	\$ 410,652
(=) Total Debt Service	\$ 1,731,336	\$ 1,790,548	\$ 1,717,999	\$ 1,740,592
Debt Service Coverage Ratio (DSCR)	2.13x	2.07x	1.98x	2.74x
Required DSCR	1.25x	1.25x	1.25x	1.25x

Santa Cruz Port District
60 DAY DELINQUENT ACCOUNTS

The following accounts have balances 60 days delinquent as of October 14, 2022

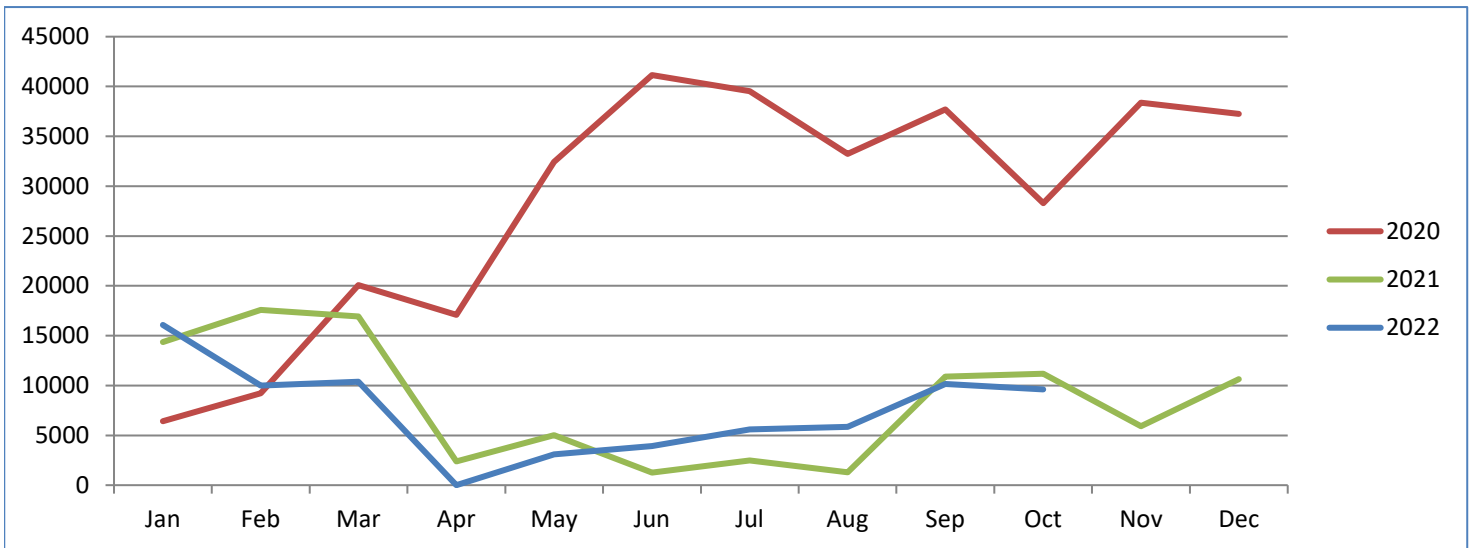
Account Number	Current Month	30 Day Balance	60 Day Balance	90 Day Balance	Total Balance
57927	629.88	632.74	405.43	0.00	1,668.05
29726	356.02	580.40	546.91	0.00	1,483.33
48654	535.85	531.65	366.21	0.00	1,433.71
43429	447.93	444.50	403.59	0.00	1,296.02
2260	609.49	490.91	90.46	0.00	1,190.86
57644	492.38	453.14	145.20	0.00	1,090.72
47207	303.69	301.40	303.69	0.00	908.78
3642	278.35	276.28	249.20	0.00	803.83
58588	93.28	92.72	67.16	0.00	253.16
58302	90.02	89.48	63.95	0.00	243.45
48170	86.13	85.63	60.13	0.00	231.89
48985	86.05	85.55	49.97	0.00	221.57
59994	25.47	25.47	57.00	0.00	107.94
56507	0.00	25.50	29.50	0.00	55.00
Total:	4,034.54	4,115.37	2,838.40	0.00	10,988.31



Santa Cruz Port District
90+ DAY DELINQUENT ACCOUNTS

The following accounts have balances 90 days delinquent or greater as of October 14, 2022

Account Number	Current Month	30 Day Balance	60 Day Balance	90+ Day Balance	Total Balance	Commercial Slip	Action
57057	586.09	581.56	577.03	988.60	2,733.28	X	Revoke
57024	-	490.84	487.08	1,081.29	2,059.21	X	Bad Debt
58910	32.54	-	245.29	867.53	1,145.36		Revoke
3574	159.32	158.26	157.19	620.17	1,094.94		Revoke
59335	88.62	88.12	87.62	403.75	668.11		Revoke
55462	127.93	127.93	127.93	127.88	511.67		Revoke
59763	87.63	87.13	86.63	231.89	493.28		Revoke
57443	87.38	92.88	87.62	197.75	465.63		Revoke
57229	86.63	87.63	87.13	61.63	323.02		Revoke
59941	25.41	25.41	25.41	49.50	125.73		Revoke
TOTAL:	1,281.55	1,739.76	1,968.93	4,629.99	9,620.23		





TO: Port Commission
FROM: Sean Rothwell, Assistant Harbormaster
DATE: October 5, 2022
SUBJECT: Harbor Patrol Incident Response Report – September 2022

Search and Rescue, Patrol Boat Response

- 9/4/22 Harbor Patrol responded to a report of a disabled vessel in the area of Pleasure Point. Upon arrival, Harbor Patrol located a vessel that had lost power and was drifting toward the surf. Harbor Patrol towed the vessel back to the harbor.
- 9/9/22 Harbor Patrol responded to a report of two swimmers in distress in the area of Steamer Lane. Upon arrival, the swimmers indicated they were not in distress. Harbor Patrol returned to the harbor without incident.
- 9/11/22 Harbor Patrol responded to a report of a capsized tandem kayak in the area of Seabright Beach. Upon arrival, Harbor Patrol assisted one victim on board the patrol boat and the other victim was assisted by Santa Cruz Fire personal watercraft (PWC) unit. Both victims were transported to the Santa Cruz Municipal Wharf. No injuries reported.
- 9/11/22 Harbor Patrol responded to a report of a possible windsurfer in distress in the area of Sunny Cove. Harbor Patrol conducted a search of the area. No signs of distress were found. Harbor Patrol returned to harbor without incident.
- 9/11/22 Harbor Patrol responded to a report of an unattended vessel adrift in the area of Capitola Wharf. Prior to arrival, a Good Samaritan secured the vessel to a mooring ball. Harbor Patrol returned to harbor without incident.
- 9/14/22 Harbor Patrol responded to a report of a vessel fire approximately ¼ mile offshore from the harbor entrance. Upon arrival, the fire had been extinguished by the vessel operator. Harbor Patrol towed the vessel back to the harbor and it was trailered out at the launch ramp.
- 9/14/22 Harbor Patrol responded to a report of a swimmer in distress in the area of Pleasure Point. Prior to arrival, the swimmer self-rescued. Harbor Patrol returned to harbor without incident.
- 9/15/22 Harbor Patrol responded to a report of two windsurfers in distress in the area of Steamer Lane. Upon arrival, the windsurfers indicated they were not in distress. Harbor Patrol returned to harbor without incident.
- 9/17/22 Harbor Patrol responded to a report of a vessel in distress in the area of Seascape Beach. Upon arrival, Harbor Patrol located two victims onboard a rowboat which was caught in the surf. Harbor Patrol towed the vessel back to the harbor.

- 9/17/22 Harbor Patrol responded to a report of a paddleboarder in distress in the area of Davenport Beach. Upon arrival, the paddleboarder indicated they were not in distress. Harbor Patrol returned to harbor without incident.
- 9/23/22 Harbor Patrol responded to a report of a swimmer trapped on the rocks in the area of Steamer Lane. Prior to arrival, the swimmer self-rescued. Harbor Patrol returned to harbor without incident.

Crime Reports, Assist Outside Department, and Incident Reports

- 9/1/22 Harbor Patrol responded to a report of an intoxicated subject in the area of the east side access road. The subject was taken into custody by Harbor Patrol for public intoxication and transported to Santa Cruz County Jail.
- 9/3/22 Harbor Patrol took a stolen property report after an E-bike was reported missing from the area of U-dock. No suspect information available.
- 9/8/22 Harbor Patrol took a stolen property report after a bicycle was reported missing from the area of P-dock. No suspect information available.
- 9/23/22 Harbor Patrol took an accident report after the Boatyard Travelift unintentionally became entangled with a vessel's outrigger pole. The vessel sustained minor damage. No injuries reported.
- 9/28/22 Harbor Patrol took a stolen property report after a vessel and trailer were reported missing from the area of 7th and Brommer. The vessel was scheduled for disposal through the Vessel Turn-In Program. The vessel was later recovered by Santa Cruz Police. No suspect information available.
- 9/28/22 Harbor Patrol took a stolen property report after an E-bike was reported missing from the area of G-dock. No suspect information available.

September Parking Citations: 329

Port Commission Review Calendar 2022-23

2022

January-March

- ✓ H&H Fresh Fish Lease Exp. 01/31/2022
2 (3) year options to extend
- ✓ Bayside Marine Lease Exp. 01/31/2022
no option to extend
- ✓ Committee Assignments for 2022
- ✓ Sea Scouts' Biannual Report
- ✓ FY 23 Budget
- ✓ Review 5-year CIP
- ✓ Santa Cruz Yacht Club Lease Exp. 03/31/2022
no option to extend
- ✓ Slip Vacancy Biannual Report / Waiting List Statistics
- ✓ Form 700 Filing (due by 03/31 each year)

April-June

- ✓ Chardonnay Lease Exp. 05/31/2022
1 (5) year option to extend
- ✓ PY&S Lease Exp. 05/31/2022
1 (5) year option to extend
- ✓ Biennial Update to Conflict-of-Interest Code

July-September

- ✓ Annual O'Neill Sea Odyssey Report (review slip rent reduction / charter fee. PC action of 07/07)
- ✓ Dredge Report 2022-23
- ✓ Sea Scouts' Biannual Report
- ✓ Slip Vacancy Biannual Report / Waiting List Statistics

October-December

- Mid Fiscal Year Review of CIP
- Nexus Wealth Advisors Lease Rent Review at Option Period Ending 11/30/2022
- Annual Vessel Use List Review
- Annual Review of Business Use of Slips
- Ethics Training Update (due by year end)
- Port Commission Officers for 2023

Committee Review Items *(timeline not specified)*

- Comprehensive Review of Charter Fees
- Public Benefit Discount Policy

Key

- Pending
- In process
- ✓ Done

2023

January-March

- Committee Assignments for 2023
- Sea Scouts' Biannual Report
- Slip Vacancy Biannual Report / Waiting List Statistics
- FY 24 Budget
- Review 5-year CIP
- Form 700 Filing (due by 03/31 each year)
- Biennial Anti-Harassment/Anti-Discrimination Training
- Crow's Nest Beach Market Rent Review at Option Period Ending 4/30/2023
- Intero Real Estate Lease Exp. 05/31/2022
no option to extend

April-June

- Dredge Report 2023-24

July-September

- Annual O'Neill Sea Odyssey Report (review slip rent reduction / charter fee. PC action of 07/07)
- Sea Scouts' Biannual Report
- Slip Vacancy Biannual Report / Waiting List Statistics

October-December

- Annual Vessel Use List Review
- Annual Review of Business Use of Slips
- Ethics Training Update (due by year end)
- Mid Fiscal Year Review of CIP
- Port Commission Officers for 2024

Future Calendar

- 7th and Brommer Property Assessment
- ABC End-Tie Review after Murray Street Bridge Retrofit
- Pedestrian Traffic Safety Improvements Review